COMMUNITY HIGHWAYS SCHEME PROPOSAL: 'STORRINGTON & SULLINGTON 20MPH' – SUPPORTING DOCUMENT

APPLICATION OVERVIEW

[Summary to be added follow confirmation at meeting]

BACKGROUND AND POLICY ALIGNMENT

Strategic support for Community Highway Scheme -Policy Alignment with WSCC and HDC

Storrington's Community Highway Scheme (CHS), focusing on 20 mph limits and place-based traffic management. The proposal not only addresses specific local concerns (such as safety, air quality, and mobility), but is directly aligned with the policy objectives and responsibilities set out by West Sussex County Council (WSCC) and Horsham District Council (HDC).

Alignment with WSCC's Four strategic pillars

- Safety – The proposal reduces the risk of harm, especially for vulnerable road users. A 20 mph speed limit is proven to lower collision frequency and severity, enabling safer walking and cycling.
- Accessibility – Lower speeds improve crossing safety, particularly for the elderly, children, and those with disabilities. This scheme enhances freedom of movement and makes the streets accessible for all.
- Sustainability – Encouraging walking and reducing car dominance supports air quality, climate goals, and public health outcomes. This is a place-making scheme, not just a traffic measure.
- Community – The CHS has a documented mandate from residents, the Parish Council, and key stakeholders. The proposal reflects local priorities expressed over more than a decade.

Compliance with WSCC's Corporate Objectives

The CHS proposal aligns with West Sussex County Council's overarching goals as set out in 'Our Council Plan 2021–2025'. Key relevant objectives include:

- Keeping people safe – The scheme is designed to protect vulnerable road users, reduces the risk of harm, and improve the perceptions of safety.

- A sustainable and prosperous economy – By supporting walkable streets and better public realm, this CHS focuses on the village centre to enhance footfall for local shops and economic vitality in our pubs and restaurants. The extent of the scheme is not anticipated to have any significant impact on the wider industrial units outside the village centre.
- Helping communities fulfil their potential – A liveable, inclusive street environment encourages participation, health, and cohesion.
- Making best use of resources – The scheme offers long-term social and environmental return for low capital cost.

Alignment with HDC's Vision and Environmental Responsibilities

Horsham District Council's priorities include:

- The proposed Community Highway Scheme directly supports WSCC's goal of fostering safer, more inclusive streets. By reducing traffic speeds to 20mph, the scheme lowers the risk and severity of collisions, reduces conflict between road users, and encourages active travel (walking and cycling). These changes contribute to better public health outcomes, reduced transport-related stress, and more liveable neighbourhoods — particularly for children, older residents, and those with mobility challenges.
- Protecting the environment – The scheme contributes to the district's Air Quality Action Plan by reducing vehicle emissions and idling.
- Supporting local economies – Streets designed for people attract footfall, benefit activity, and enhance local pride.

Historical Foundation for Action

This proposal is built on a strong foundation of prior research and policy development. The Parish has repeatedly identified traffic speed, road safety, and community wellbeing as top priorities over more than a decade. The village has been requesting changes for more than 25years. This CHS is not a new or reactive idea – it is the logical continuation of a clearly stated community direction.

Key supporting documents include:

- 2013 Traffic Management Options Appraisal – explicitly evaluated 20 mph limits, HGV routing, and public realm changes as measures to support air quality and pedestrian safety.
- 2019 Neighbourhood Plan – adopted policies on air quality (Policy 15) and traffic management (Policy 16), mandating local support for sustainable transport and safer streets, citing the demands imposed by traffic to be a weakness within the Parish.

- 2023–24 Regulation 19 Consultation Response – the Parish reaffirmed its concerns about excessive through-traffic, inadequate walking/cycling provision, and community disconnection.
- 2024–2025 Council Minutes and Strategic Plan – documented support for 20 mph proposal - where it makes sense.

Supporting Parish Council Documents

This proposal is endorsed and evidenced by formal documents published by the Parish Council, including:

- Full Council Minutes – 5 February 2025: Approval of a motion to support 20 mph in suitable streets.
- Traffic & Transport Committee – January and April 2025: Recommendation and progress reports on CHS development.
- Annual Parish Meeting – 7 May 2025: Public commitment to tackling excessive speeds and improving resident safety.
- Strategic Plan 2023–2027: Core objectives TT1 and TT2 clearly state the intention to explore 20 mph schemes and sustainable street design.

A MANDATE TO DELIVER SAFER, FAIRER STREETS

By submitting this Community Highway Scheme, the Parish Council is not simply responding to a passing concern - it is honouring a long-standing, evidence-based commitment to the well-being of its residents. The proposal reflects more than a decade of research, consultation, and community engagement. It is firmly rooted in democratic decisions, guided by local insight, and directly aligned with the strategic priorities of both West Sussex County Council and Horsham District Council.

The Parish council believes it is right to submit a CHS to WSCC Highways for their assessment, and if successfully shortlisted, welcome the community consultation which will be facilitated through the formal CHS process and administered by WSCC.

This is not a speculative request. It is a targeted, responsible, and policy-compliant intervention that addresses the core pillars of modern highway strategy: safety, accessibility, sustainability, and community cohesion.

To reject or delay this scheme would be to disregard the clear direction set out in Parish policy, the expectations of many of our residents, and the very principles that our County and District authorities have publicly committed to:

West Sussex County Council (WSCC) – Policy Alignment

WSCC Speed Limit Policy (Revised Jan 2023)

Supports implementation of 20mph limits in appropriate locations, especially where communities express local demand and where vulnerable road users are affected.

🔗 https://www.westsussex.gov.uk/media/18817/speed_limit_policy.pdf

West Sussex Road Safety Strategy 2022–2036

Commits to reducing road danger through speed management, design improvements, and place-making for safety.

🔗 https://www.westsussex.gov.uk/media/19394/road_safety_strategy.pdf

Local Transport Plan 2022–2036

Provides the strategic vision for transport in West Sussex, with a clear emphasis on active travel, reducing car dominance, and supporting safer, healthier communities.

🔗 https://yourvoice.westsussex.gov.uk/ltp

Walking & Cycling Strategy

Promotes improved infrastructure for active travel and supports integration of safer, accessible streets into highway schemes.

Community Highway Scheme (CHS) Guidance

WSCC process document detailing requirements for CHS applications: must demonstrate safety, accessibility, health, and sustainability benefits.

Horsham District Council (HDC) – Policy Alignment

HDC Local Plan (Draft 2023–2040)

Encourages integration of sustainable transport, housing, and placemaking with support for 20mph where aligned with local objectives.

🔗 https://www.horsham.gov.uk/planning/local-plan

HDC Corporate Plan

Supports stronger, healthier, safer communities. Endorses local street design improvements that enhance quality of life.

Climate & Environment Strategy

Backs initiatives that reduce emissions and promote walking, cycling, and public realm improvements.

🔗 https://www.horsham.gov.uk/environment/climate-and-environment

Health & Wellbeing Strategy

Encourages physical activity through safer, more welcoming environments that enable walking and social connection.

National Standards and Guidance Referenced

→ Manual for Streets 1 & 2 – Department for Transport

→ LTN 1/20 – Cycle Infrastructure Design (DfT 2020)

→ Inclusive Mobility – DfT 2022 update

→ BS8300:2018 – Design of an accessible and inclusive environment

→ Public Sector Equality Duty – Equality Act 2010

Leading Charities & Advocacy Organisations Supporting our CHS Goals

Living Streets

National charity promoting everyday walking. Campaigns for slower speeds, better crossings, and pedestrian-friendly streets.

🔗 https://www.livingstreets.org.uk

Brake

Road safety charity advocating for 20mph limits where people live, work and play.

🔗 https://www.brake.org.uk

20's Plenty for Us

Grassroots campaign group supporting area-wide 20mph as a norm in residential and high-footfall areas.

🔗 https://www.20splenty.org

Sustrans

UK charity promoting active travel and safer streets through community-led infrastructure projects.

🔗 https://www.sustrans.org.uk

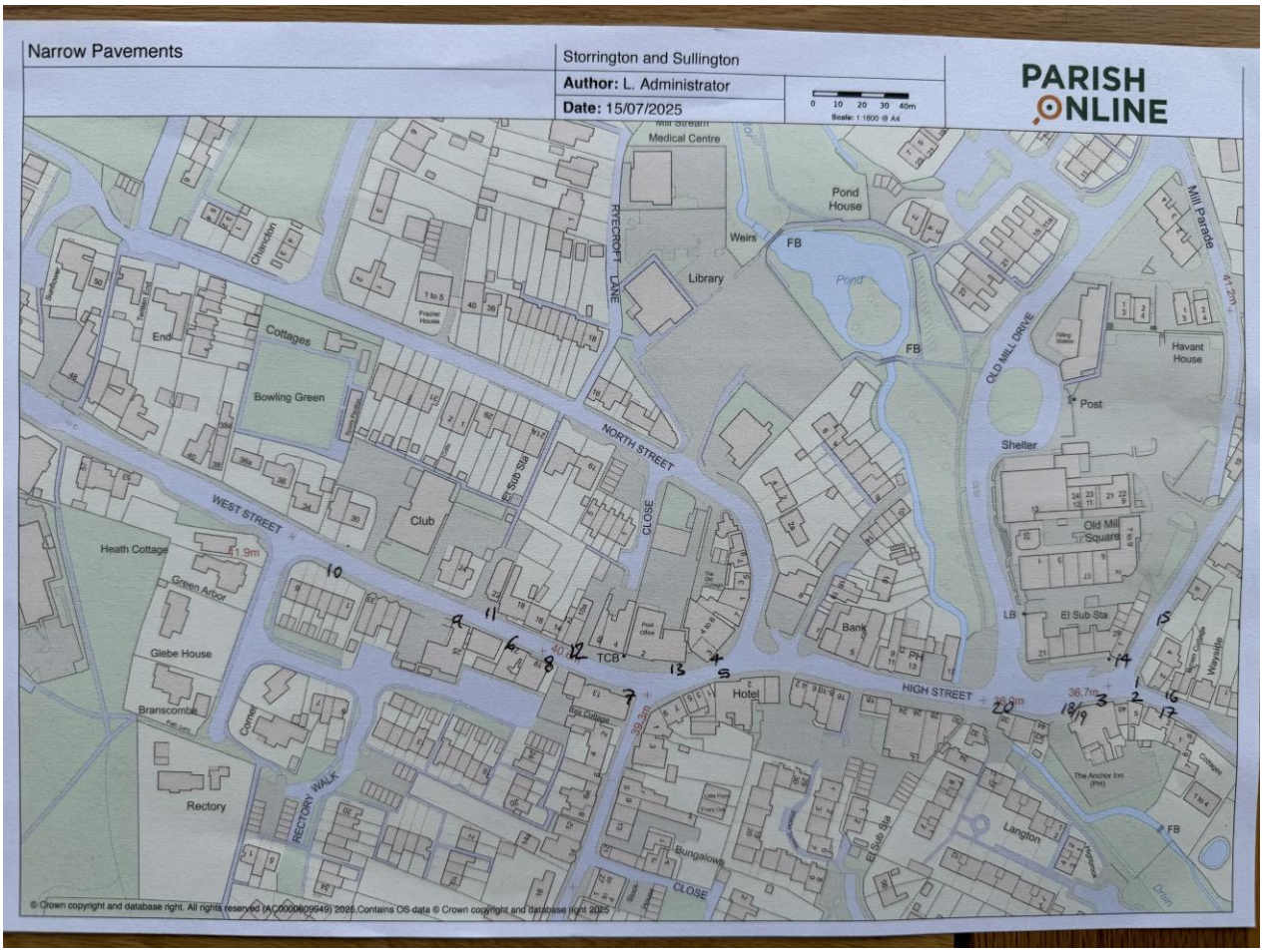
RNIB and Guide Dogs UK

Both organisations promote inclusive street environments that consider visually impaired and disabled users. Access to Streets is a key component to Equality.

🔗 https://www.rnib.org.uk

🔗 https://www.guidedogs.org.uk

EQUALITY, MOBILITY, ACCESSIBILITY AND INCLUSION



[map of narrow pavements – to be improved]

PAVEMENT WIDTH MEASUREMENTS

Ref No.	Measurement(s) & Notes
1	96 cm
1a	94 cm
1b	99 cm
1c	97 cm
1d	95 cm with uneven gradient
2	90 cm
3	87 cm → 59 cm (steep gradient) → 80 cm offset (N8?)
4	86 cm

5	106 cm
6	118 cm
7	110 cm
8	106 cm
9	99 cm
10	113 cm
11	Kerb Stone = 114 cm – 91 cm = 23 cm
12	122 cm
13	110 cm
14	106 cm
15	77 cm
16	118 cm
17	115 cm
18	135 cm / 90 cm
19	147 cm

The narrowest point recorded was 59 cm at location 3, which has a steep gradient, which is well below accessibility standards.

The width of the road is also very narrow with vehicles often crossing into both lanes of traffic when turning. There is insufficient space to accommodate two larger vehicles at the same time.

At the same junction you have dangerously narrow, non inclusive pavements and pedestrians with mobility issues within centimetres of traffic.
Several locations fall below the DfT's Inclusive Mobility recommendation of 1 metre minimum for clear passage.
Pavement width varies considerably along the High Street, contributing to inconsistent accessibility.

Due to narrow pavements especially along key routes such as the High Street, West Street and School Hill, Storrington's streets presents substantial risks and disadvantages to pedestrians, especially those who are disabled, the old, the young, those pushing prams and others relying on safe accessible pavements. Various points along these pavements fall below modern accessibility thresholds, with many sections measuring less than 1.2 metres in width , and restricted to as low as 58cm of useable surface. These physical constraints are further compounded by high traffic volumes and vehicle speeds, resulting in:

- Inaccessible or unsafe routes for wheelchair and mobility aid users
- Heightened stress and risk for visually impaired and older users
- Increased reliance on cars and avoidance of walking altogether

Option 1:

Physical widening of pavements is mostly unachievable due to historic building lines and spatial constraints. There is no viable option for making reasonable adjustments to the pavements themselves.

Option 2:
Speed reduction to 20mph or below becomes the only viable mitigation available to make our streets safer and more inclusive. Our CHS is built on this principal.

Statutory Duties and Design Guidance

Local authorities have clear legal and policy obligations to address unsafe pedestrian environments.

Equality Act 2010

The Equality Act requires public bodies to make reasonable adjustments to avoid placing disabled people at a substantial disadvantage. Where physical infrastructure cannot be changed, traffic speed is one of the few available and proportionate mitigations.

Public Sector Equality Duty (PSED), local authorities must:

- Eliminate discrimination
- Advance equality of opportunity
- Foster good relations between disabled and non-disabled people

In addition to WSCC and HDC's obligations, the Parish Council, recognise that without the implementation of the 20mph scheme, our duty is compromised to ensure our community has non-discriminatory access. Failure to mitigate risks created by narrow footways may constitute a breach of this duty.

We urge approval of this CHS to address these inequalities, but also mindful that these conditions may require interim or temporary action until the delivery of this longer term scheme.

Department for Transport (DfT) Inclusive Mobility (2022)

"Wherever possible, the footway should be at least 2.0 metres wide. An absolute minimum of 1.0 metre clear width should only be used over very short distances and must be justified."

This guidance makes it clear that footways narrower than 1.2 metres fall below recommended minimums except in exceptional and constrained locations. In such cases, mitigation measures (such as reducing traffic speed, improved crossing points, or protected space) are expected to support accessibility and safety.

Manual for Streets (DfT, 2007)

- 2.0m is the minimum standard for pedestrian comfort
- 1.8m is the minimum for two wheelchairs to pass
- Widths below 1.2m are considered inadequate for inclusive access

WSCC Speed Limit Policy (2023)

Supports 20mph limits in:

- Built-up areas with high pedestrian demand
- Locations with constrained footways and high vulnerability
- Retail zones, school routes, and community centres

WSCC Road Safety Strategy 2025–2036

West Sussex has adopted Safe System and Vision Zero principles:
"The system must be designed to protect all users, even when mistakes are made. Vulnerable users must not pay the price of unsafe infrastructure."

Why 20mph Is the Only Appropriate Mitigation

Introducing a 20mph limit in areas with non-compliant footways is a legally grounded and policy-supported intervention. It delivers:

- Safer walking environments for vulnerable users
- Reduced stopping distances and collision severity
- Greater driver awareness of pedestrians
- Stronger legal compliance with equality and road safety duties
- Immediate improvements without costly infrastructure works

It also allows future design interventions (e.g. shared space, formal/informal crossings, surface markings) to be easily incorporated.

CYCLING, WALKING AND SCHOOL ROUTES (ACTIVE TRAVEL, LCWIP)

LCWIP

This section outlines how the proposed Community Highway Scheme (CHS) aligns with the principles and objectives of West Sussex County Council's Local Cycling and Walking Infrastructure Plan (LCWIP). It demonstrates how the scheme supports active travel, health, inclusion, sustainability, and strategic transport goals.

Strategic Alignment with WSCC Transport Policies

The scheme directly supports the West Sussex Transport Plan 2022–2036, particularly Policy 6.1, which aims to deliver an accessible and high-quality walking and cycling network. It also

aligns with local LCWIP priorities by enhancing active travel corridors and improving infrastructure in areas with high pedestrian and cyclist demand.

While further work is needed to develop dedicated cycling infrastructure around the village, particularly a safe corridor linking to Steyning Grammar School (Steyning), this Community Highways Scheme forms a critical foundation. By establishing calmer traffic conditions, the proposed 20mph area improves baseline safety for all road users and lays the groundwork for future active travel projects. It represents an essential first step in creating a connected, low-risk environment for cycling and walking

Promoting Walking and Cycling for All

In line with LCWIP principles, this scheme enhances walking and cycling access for people of all ages and abilities, by improving the necessary environment and creating a safer, quieter place to engage with more walking and cycling. As stated elsewhere, the opportunity for better pavement infrastructure in Storrington is limited, so 20mph mitigation is required. These measures support everyday journeys for disabled residents, older adults, and families, but will also be of benefit of the wider community.

Safer and Healthier Journeys

The 20mph scheme contributes to reducing actual and perceived risk to vulnerable road users. It targets routes commonly used for school travel, access to key services like the Glebe surgery and other daily trips around the village, aligning with LCWIP objectives to improve safety and encourage healthier travel behaviours. It complements Public Health England goals for increasing physical activity through active transport.

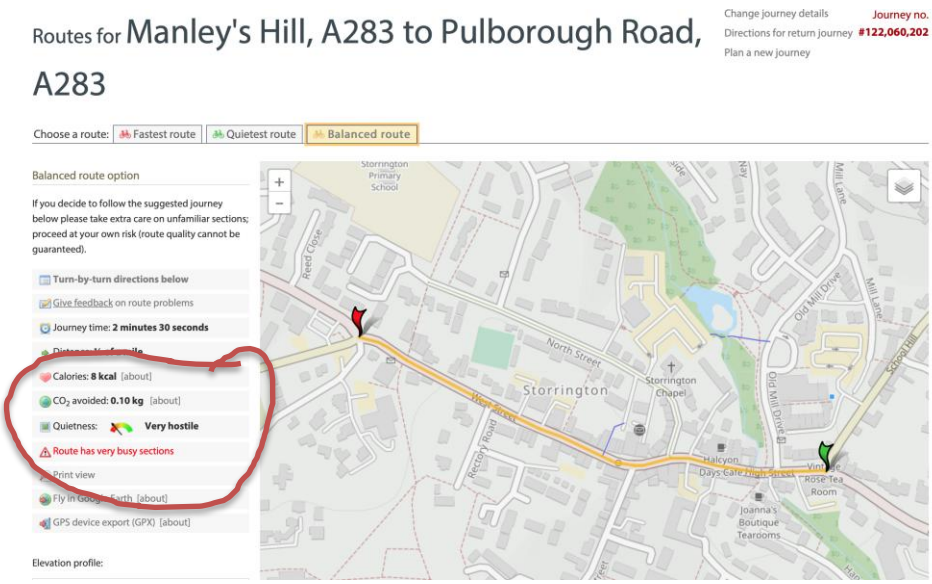
Mapping and Network Integration

Where possible, the scheme is located to support walking and cycling corridors linking key destinations such as schools, the Glebe, High Street retail, the leisure centre and a community hubs(library, museum, Churches, Memorial pond) etc. Whilst not all school route/streets are covered by this 20pmh scheme, additional work will be carried out with the WSCC Active Travel team to ensure any short comings are addressed as part of future projects.

CURRENT STATE OF CYCLING INFRASTRUCTURE IN STORRINGTON

Storrington’s current cycling infrastructure is poor. The main roads were not designed for modern traffic volumes, and the significant presence of HGVs and high-volume traffic has led to significant surface damage, edge deterioration, sunken drains and gulleys and an increased risk for cyclists. Road widths are constrained, and inconsistency of speeds are inappropriate for safe and inclusive sharing of the carriageway with cyclists. These conditions directly

undermine active travel uptake and contradict the safety, comfort, and continuity principles set out in LCWIP guidance. There is an urgent need to rebalance the road space and re-establish cycling as a safe, viable mode of transport. WSCC cycle route website states that the noise level is “VERY HOSTILE”. Our 20mph scheme will help reduce normal road noise, but also reduce the noise of vehicles crashing over poor road surfaces. In addition to walkers&cyclists, it will improve the environment for everyone else, including shops, restaurants and residents who are often forgotten along these routes.



Formal WSCC Support and LCWIP Relevance to Storrington

West Sussex County Council’s 2022 Local Cycling and Walking Infrastructure Plan (LCWIP) provides strategic support for schemes like Storrington’s proposed Community Highway Scheme. The LCWIP identifies the need for improved walking and cycling provision across the county, including areas where infrastructure is poor or unsafe. Although Storrington is not yet the focus of a mapped LCWIP corridor, the principles outlined in the plan explicitly support community-led schemes that address local barriers to active travel.

The LCWIP states that such schemes 'will be considered for incorporation into local transport policy and capital investment programmes,' specifically naming Community Highway Schemes as a delivery mechanism. Storrington’s current road conditions - characterised by narrow road widths, surface degradation from HGVs, and hostile traffic speeds are directly at odds with LCWIP design guidance. This proposal seeks to fill that strategic gap by making active travel a safe, realistic, and inclusive option for residents with 20mph traffic flow.

Furthermore, WSCC’s Active Travel Strategy 2024–2036 confirms that LCWIPs are 'living documents' and that CHS schemes aligned with LCWIP objectives remain eligible for funding and prioritisation. As Storrington experiences high traffic volumes through its historic village

centre, this CHS proposal represents a key opportunity to implement LCWIP principles in a location that urgently requires active travel investment.

Specific focus on Spierbridge Primary School routes

Improving active travel routes to Storrington Primary School is a key objective for the Parish. It draws upon West Sussex County Council's Active Travel to School assessment (2025) and the WSCC Active Travel Strategy 2024–2036. It highlights poor infrastructure, safety concerns, and opportunities for meaningful improvements in walking, cycling, and wheeling access to school.

Context and Strategic Alignment

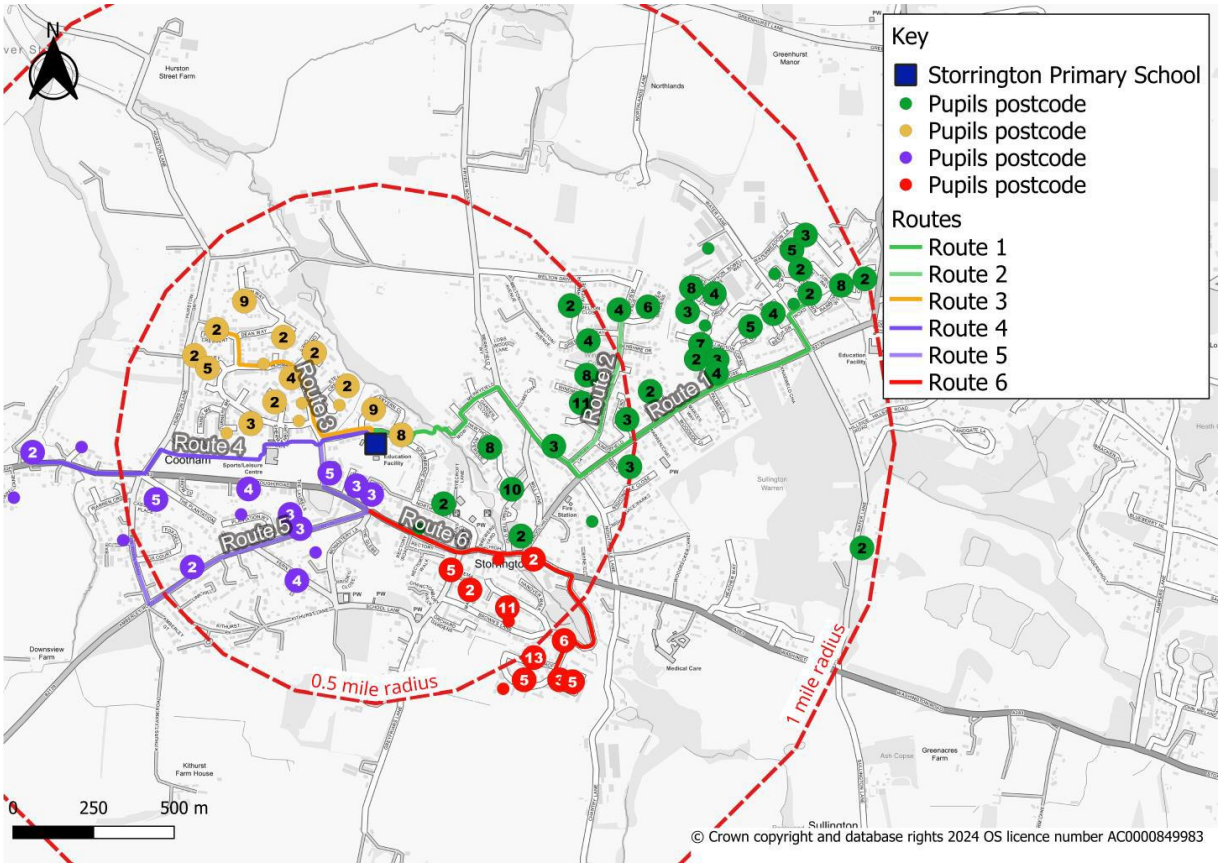
Storrington Primary School is located on Spierbridge Road and serves 383 pupils aged 4–11. WSCC's Active Travel to School initiative recognises the importance of safe, accessible school journeys and has already conducted a comprehensive review of the area. This CHS aligns with the WSCC Active Travel Strategy 2024–2036, which prioritises improvements in school travel safety, accessibility, and mode shift away from private car use.

Existing Conditions and Problems

- Narrow and uneven pavements on key approach routes, shared with grass verges, do not meet Inclusive Mobility standards.
- Lack of tactile paving and dropped kerbs across multiple junctions hinders accessibility.
- No dedicated cycle facilities. On-road conditions are unsafe due to high traffic volumes and large vehicles.
- Footpath 2649 is unpaved and unsuitable in winter, cutting off a key desire line.
  Bus stop infrastructure is poor – no shelters, poor timing for school use, limiting public transport options.
- Multiple collisions involving pedestrians and school-age children over the last five years, including on Spierbridge Road and adjacent roads.

Active Travel Demand and Pupil Catchment

WSCC data shows that 75% of pupils live within 1 mile of the school, and 85% within 2 miles. There is strong potential for walking, cycling and wheeling, but poor infrastructure prevents safe uptake. Six defined routes to school have been identified, with issues on most relating to pavement quality, crossing provision, and traffic risk.



WSCC - Proposed Interventions to Support School Active Travel

- Consideration of 20mph limit along Spierbridge Road and feeder routes as part of wider area safety improvements.
- Raised table crossing on Spierbridge Road at Footpath 2649.
- Tactile paving and improved visibility at all Fryern Close and Spierbridge Road junctions. Review and upgrade of footpath surfacing (especially 2649) for year-round usability.
- Improved signage and enforcement around “School Keep Clear” areas.
- Better cycle parking and secure storage at school site.
- Partnership work with Chanctonbury Leisure Centre and Hideaway car park for enhanced ‘park and stride’ schemes.

Policy Backing and WSCC Support

The WSCC Active Travel to School (Storrington) Technical Note (March 2025) directly supports the identified interventions and provides detailed evidence of need.
The WSCC Active Travel Strategy 2024–2036 reinforces the county's commitment to:

- Improving infrastructure near schools.
- Reducing barriers to walking, cycling and wheeling.
- Enhancing safety and perception of danger around school journeys.
- Aligning with ModeShift STARS and LCWIP principles

Other considerations:

- Older residents and children are most at risk from inactivity and traffic injury.
- Lower speeds reduce the risk of severe collisions and encourage walking and cycling.
- Calmer streets mean more visible, confident road use by vulnerable users
- Less road noise and less visual dominance helps those with sensory, cognitive, or mental health needs.
- Physical inactivity is responsible for 1 in 6 deaths in the UK, similar to smoking (UK Chief Medical Officer, 2020).
- Over 60% of adults in West Sussex are overweight or obese (WSCC Public Health).
- Mental health improves in walkable neighbourhoods due to reduced isolation, better access, and calmer environments.
- 20mph enables informal activity like dog-walking, evening strolls, and street running and everyday exercise is made safer and more pleasurable.
- Social connection, independence, and emotional wellbeing all improve in calmer streets.
- Active children perform better in school, socially and academically.
- NICE, DfT, and PHE all support reduced speed environments near schools.
- Fear of traffic is a leading reason for parents choosing to drive.
- Children in 20mph areas are more likely to walk independently, fostering confidence and reducing obesity risk.
- Physical inactivity costs the NHS over £900 million annually (PHE).
- Environments that support walking and cycling reduce chronic illness and depression.
- Every £1 spent on walking/cycling infrastructure yields up to £13 in economic return (DfT 2020).
- 20mph allows children, older people, and non-drivers to reclaim public space.
- Communities with inclusive, calm streets have stronger social capital and higher satisfaction.

Road Safety: Demonstrates reduction in risk to vulnerable road users

High traffic volumes through the centre of the village, especially HGV's, create anxiety and danger, deterring all but the most confident walkers. 20mph brings the road back to human scale, allowing older adults, children, and disabled residents to move safely and confidently through the village.

Community Benefit: Scheme shows clear benefits to the wider community

Storrington boast football, cricket, and leisure facilities, but access is limited by fast traffic and poor pavement design. 20mph would unlock new use of our streets — walking to the shops, running a loop around the village, or walking children safely to school. It allows our roads to serve local life, not just through traffic

Access to Schools: Improves routes for walking/cycling to school.

Storrington Primary School sits within a car-dominated network. 20mph will create a safer perimeter and calmer feeder roads, enabling more walking and cycling. Parents report safety fears as a key barrier - this scheme directly addresses that concern.

Sustainability & Health: Promotes active travel and public health

This CHS provides cleaner air, quieter streets, and new confidence for people to move more. Our village has excellent sport and leisure facilities, but unwelcoming connections. 20mph begins to fix that, with wide health and social benefits.

Local Support & Engagement: Shows local buy-in or potential for support.

Residents of all ages want to walk, cycle, and interact, but could feel safer doing so. Storrington has much to offer, and this scheme supports it with better streets. By highlighting wellbeing, confidence, and inclusion, this CHS highlights a real opportunity of our community,

CONGESTION, MOVEMENT, AND THE BALANCE WITH PLACE

Storrington sits at a vital crossroads, linking Pulborough, Steyning, Amberley, Thakeham, and Washington. We understand that movement matters and that people need to get to work, deliver goods, visit family, or simply pass through. Through-traffic has always been part of our village life. But our roads are now over-used. More than 550,000 vehicles travel through the High Street each month, and it's easy for drivers to forget they're passing through a living community, not just a corridor.

Our streets were never designed for this level of traffic volume or intensity. In the absence of viable alternative routes, the burden falls heavily on the village centre. If we want Storrington to remain a place that welcomes and protects its residents, rather than just a cut-through, we need to act. This Community Highway Scheme is a step toward restoring balance, safety, and a stronger sense of place to our shared streets.

HGVs still choose to use our village over the WSCC strategic HGV route, including overnight, when congestion would not be a deciding factor over following the designated route.

Many years ago, a village bypass was considered but it was ultimately rejected. One reason cited was concern from some local retailers that diverting traffic would harm trade. Ironically, similar concerns are now raised about introducing a 20mph speed limit - despite the growing body of evidence that calmer, safer, and more walkable environments actually support footfall, encourages dwell time, and lead to retail vibrancy and greater community activity.

This CHS proposal for 20mph limits in parts of our village is a change, and we appreciate that change often meets resistance, especially when it challenges assumptions about speed, convenience, or routine. But evidence and experience show that journey time impacts of 20mph are negligible. 30 seconds slower through the village is a small trade-off for significantly safer, calmer, and more usable streets.

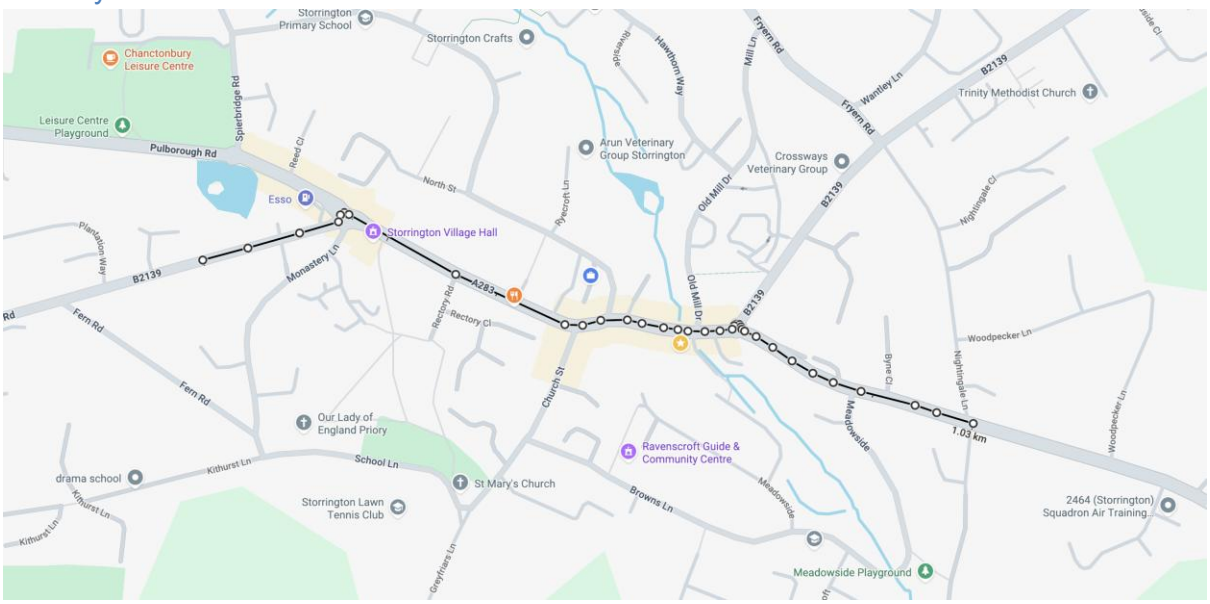
A road that once served local travel now cuts through the heart of the community dividing pedestrians from shops, visitors from parks, and children from safe school routes.

This scheme is not anti-movement. It's pro-balance.

What the 20mph CHS will/won't Do

- It will not ban or obstruct through-traffic.
- It will not materially impact journey times for vehicles (including emergency vehicles) or buses.
- It will reduce the harm, dominance, and intimidation caused by vehicle speed through what is a pedestrian-centric area.

Journey Time: 1.03 km – core route



- The 1.03 km stretch from Amberley Road to Manley's Hill runs through the very heart of Storrington.
- This route includes, formal and informal pedestrian crossings, junctions, tight bends, on-street parking, loading bay manoeuvring, frequent give-way behaviour at road pinch points and observable hazards as pedestrians navigate narrow pavements.
- Most drivers already go slower, especially during the day – but not all!
- At non-peak times traffic speed significantly increase and is a direct conflict with night trade, which Storrington is proudly rebuilding.

Why 20mph Doesn't necessarily Equal Delay

Stop–Start vs Rolling Traffic: At higher speeds, vehicles need greater spacing and longer stopping distances. This often results in platoons of vehicles stopping and starting — especially when trying to push through gaps in traffic or make up perceived lost time.

At 20mph:

- Drivers can leave shorter gaps between vehicles without addition risks
- Speeds are better matched between drivers
- Traffic merging between the side and main roads are made easier without excessive braking
- Rolling flow is smoother than frequent acceleration/braking
- Crossings are easier for pedestrians, reducing sudden vehicle halts

Some evidence even suggests that 20mph limits can improve average flow in complex village environments like ours.

Journey Time Impact – the situation in Storrington

The proposed Section 1: High Street/West Street, the main route through the village between the Amberley road and Manley's Hill comprises of a 1.03 km stretch of road.
This accounts for about 90% of Storrington's through-traffic.

Estimated time differences:		
At 30mph	= 1 min 17 sec	assumes no slowing or stopping.
At 20mph	= 1 min 55 sec	

Maximum mathematical difference is 38 seconds , however, most time gained by driving faster is then lost while queuing especially at our roundabouts or junctions. In Storrington with real-world delays, it won't make a material difference to the driver, but it will to everyone else using the streets in a more inclusive manner.

Impact on Bus Services

There will be no material impact on bus services. Buses already stop at various points in the village and are subject to the same conditions that slow general traffic.

ECONOMIC BENEFITS OF A 20 MPH LIMIT

Supporting Local Businesses & Footfall

Slower streets do not damage local trade - they improve it. When drivers are not rushing through, but instead travelling steadily and safely, they notice the shops and cafés around them. When pedestrians feel safer crossing the road and walking alongside it, they are more likely to linger, browse, and spend.

The evidence is strong and growing. Research from **Living Streets' 'The Pedestrian Pound'**, supported by Transport for London, and further backed by a **UK Parliament POSTnote** (POST-PB-0065), shows that pedestrians and cyclists spend more cumulatively than drivers. A 20 mph environment supports a shift towards encouraging shoppers to shop, stop for a coffee, and chat in the High Street. Fewer rushed trips, more quality visits.

A 2018 UK Parliament briefing (POST-PB-0065) confirms that 20 mph limits enhance urban high streets, especially those with active pedestrian footfall. This reflects exactly the scale and nature of Storrington High Street, which blends retail, hospitality, health, and hub functions in a small geographic space.

Source: https://researchbriefings.files.parliament.uk/documents/POST-PB-0065/POST-PB-0065.pdf

Transport for London's 20 mph evaluations also show that improvements to walking environments and reduced speeds increase resident satisfaction, perceived quality of place, and commercial viability.

Source: https://tfl.gov.uk/cdn/static/cms/documents/safe-streets-for-london.pdf

Delivery drivers and some businesses fear that 20 mph may delay trips. Yet when implemented across a coherent area, 20 mph leads to smoother journeys with fewer stop-starts and lower delay overall. Critically, any minor increase in journey time is offset by increased dwell time and higher spending from local customers.

Boosting the Evening Economy

Slower speeds create safer, calmer spaces that remain active later into the evening. This benefits pubs, restaurants, takeaways, and other elements of the night-time economy that are essential for local vitality. We have the opportunity to grow the centre of Storrington as a destination hub, and support all forms of retail.

Data from London shows that safety concerns, especially road danger and poor walking environment are among the biggest reasons young adults go out less in the evening. A 20 mph High Street makes it easier and safer to walk home, to cross the road at night, and to enjoy the village without the sense of being pushed off the pavement.

Source: https://www.20splenty.org/businesses_profit_from_20mph_limits

For older residents a quieter, calmer evening environment increases confidence and helps re-establish the High Street as a place for all ages, not just for daytime trade.

Some argue safety fears are overblown. Yet this ignores perception, what people feel about a space often dictates their behaviour more than stats. A 20 mph limit directly addresses those perceptions and makes the daytime and evening economy more inclusive.

Reducing Disruption from Road Maintenance

Fast traffic erodes road surfaces far more quickly. Each sharp braking event, harsh acceleration, or heavy vehicle at speed increases micro-damage that adds up quickly. Slower speeds reduce this.

In Storrington, where the road structure is not designed for HGVs or 30mph+ surges, the High Street has already suffered. Frequent repairs, pothole damage, and emergency interventions all cause significant economic losses, lost trade, access barriers, and customer frustration. Anything that we can do to preserve our road is good for business.

WSCC's Network Management Plan and Highway Maintenance objectives stress minimising unnecessary road closures and preserving the integrity of the network. Even a 10–15% increase in surface lifespan saves significant public money and reduces interruption (economic and time) for everyone. By reducing vehicle stress on surfaces, 20 mph can directly contribute to cost savings and fewer disruptions.

Creating a Place that Works for People

20 mph makes the High Street more than a traffic corridor - it becomes a 'place' again. Modern economic thinking places increasing emphasis on 'placemaking', wellbeing, and community interaction as central to economic success.

The UK Parliament's research confirms that high-quality walking and cycling infrastructure increases property values, business success, and social cohesion. These benefits are enabled, not hindered by slower speeds.

Source: https://researchbriefings.files.parliament.uk/documents/POST-PB-0065/POST-PB-0065.pdf

WSCC's Transport Plan and Walking & Cycling Strategy align directly with these goals, advocating for safer, more accessible local centres that support active travel and reduce dependency on cars.

WSCC Walking & Cycling Strategy:
https://www.westsussex.gov.uk/media/9584/walking_cycling_strategy.pdf

Sometimes 20 mph schemes are framed as anti-car. This is false. It is pro-choice: enabling people to walk, cycle, drive, and linger safely. Businesses benefit when people feel welcome in more than one way.

Quantified Evidence and Cost-Benefit Overview

Storrington High Street hosts a diverse mix of independent shops, cafés, and services typical of a thriving rural service hub. While exact retail turnover figures are not publicly published, district-level studies suggest that small centres of this size support several million pounds annually in local retail activity. Even a modest uplift in footfall and dwell time—linked to improved safety and pedestrian comfort from a 20mph limit, could provide meaningful gains for local businesses.

Cost savings from reduced disruption and resurfacing are also quantifiable and strengthen the economic case. Reducing just two road closures a year and factoring in logistics delays, customer loss, and emergency contractor rates could save £150,000–£200,000 annually in localised disruption.

These estimates are conservative and show that even modest behavioural and road condition changes have disproportionate financial benefits.

Summary

A 20 mph High Street is not a trade-off - it is a triple win: safer for people, stronger for business, and more sustainable for public budgets.

This proposal aligns fully with WSCC's transport and public health strategies, supports local economic uplift, protects small businesses from unnecessary disruption, and creates an environment where people want to live, shop, and connect.

It is supported not by ideology, but by data, common sense, and lived experience from hundreds of communities making this change and thriving as a result.

Tourism and Place Branding:

Storrington is not just a service centre for local residents, it is a village with character, heritage, and growing appeal to visitors. Tucked at the foot of the South Downs National Park, it is the natural gateway for walkers, cyclists, birdwatchers, and weekend explorers. With a backdrop of rolling hills, historic buildings, and independent shops, Storrington has all the ingredients of

a rural destination that could flourish, if given the right setting to thrive.

That setting is not one dominated by roaring traffic.

The introduction of a 20 mph limit should not be considered a restriction, it is an invitation. It tells visitors that this is a place where you can slow down, enjoy your surroundings, and feel safe crossing the road. It tells families with children - you are welcome here. It tells café-goers, art-lovers, gift seekers and those looking for something different or a little pampering, that Storrington is a calm place to visit.

Storrington is now proudly recognised as the UK's "European Stork Village", thanks to our connection to the Knepp rewilding estate. The white storks reintroduced there are an international symbol of nature restoration, and they could be flying over the very streets we are trying to make safer and more appealing. The branding potential is extraordinary, but to live up to it, the village must feel calm, healthy, and walkable.

The shops, pubs, and restaurants that line the High Street already form the social and economic core of the village. Many are independent businesses, reliant on repeat trade, foot traffic, and word of mouth. A 20 mph limit supports them by making the street more attractive to browse, less hostile to cross, and more comfortable to spend time on. If people feel safe, they stay longer. If they stay longer, there is a real chance that they will spend more.

And tourism is not just about the weekend. It supports local employment, sustains rural services, and creates pride of place. A calmer village attracts not only passing visitors but also returning customers, and new ideas. In a changing world, we need that kind of resilient local economy.

A 20 mph limit won't build our brand alone. But it will set the tone. It will signal that Storrington is a place that values people, not just traffic flow. A village that wants to be explored, not just passed through.

ENVIRONMENTAL IMPACT

Air Quality:

Storrington has long suffered from poor air quality, recognised through its formal designation as an Air Quality Management Area (AQMA). This brings with it a legal and moral obligation on public authorities, including WSCC, HDC, and the Parish to explore all reasonable intervention that could improve air quality.

The Parish Council also holds a critical community leadership role, ensuring that local priorities and practical interventions are not only considered but driven forward in partnership with statutory bodies.

Improving air quality in Storrington is especially difficult. The village lies in a valley, with limited ventilation, high traffic volumes, and no viable alternative routing. Even marginal improvements must be embraced. 20mph is one of the clearest, most achievable changes that can improve air quality outcomes by smoothing traffic flow, reducing braking and idling, and encouraging a shift to walking or cycling. The scheme aligns directly with the objectives of the AQMA action plan.

This scheme also directly supports the West Sussex Transport Plan's Objectives 4, 11, and 17 by addressing air pollution through better local travel design. Objective 4 commits to reducing transport-related air pollution, and this proposal does so by lowering vehicle speeds and smoothing stop-start traffic in our Air Quality Management Area. Objectives 11 and 17 aim to reduce car dependency and improve the active travel network, both of which are achieved through safer, more walkable streets. By encouraging local journeys on foot and reducing idling and harsh braking, the scheme contributes to cleaner air, improved public health, and a more accessible environment for all users.

Why 20mph can help in Storrington

While 20mph limits are not a silver bullet, Storrington's specific traffic conditions, frequent stop-start movement, idling, harsh braking, and close pedestrian interaction mean that introducing calmer, more consistent traffic flow is our best option to bring measurable improvements to both air quality and public health

- Lower emissions from smoother driving: Vehicles emit more pollution during hard acceleration and frequent braking.
- Reduced particulate pollution: Lower speeds reduce brake and tyre wear, cutting micro-particles released into the air.
- Improved walking and cycling conditions: A 20mph limit makes streets safer and more appealing, encouraging modal shift away from short car trips and reducing traffic volumes over time.
- Protecting the most exposed: In a busy high street with shops, cafes, crossings and school routes, tailpipe emissions are directly inhaled by pedestrians, schoolchildren, shop workers and older people.

What the evidence shows

A Transport Research Laboratory (TRL) report (2013) found that toxic emissions may rise when engines operate inefficiently below 40mph in some conditions, but this applies more to open roads than complex urban or village settings like Storrington. In contrast, recent 20mph reviews show:

- Real-world reductions in NOx and PM10 (up to 8%) in some UK trial sites.
- Health gains through modal shift, lower exposure, and reduced traffic noise.
- No evidence of increased emissions overall, with most studies showing either neutral or positive outcomes when 20mph is part of wider transport strategy.

With over 550,000 vehicles per month through the High Street, even the smallest per-vehicle improvement matters. A 20mph limit won't solve the air quality issue on its own but inaction will just postpone the problem.

Other Air Quality considerations:

- Vulnerable individuals (children, elderly, respiratory patients) disproportionately suffer from air pollution.
- Higher speeds increase particulate emissions from braking, tires, exhaust and road surface.
- Lower speeds result in fewer acceleration/deceleration cycles and improved curb-side air quality.
- Air pollution is linked to cardiovascular disease, asthma, and cognitive impairments.
- WHO and NICE recommend traffic reduction and speeding control in high-pedestrian environments.
- Public Health England (2019) advises traffic speed control in town centres to improve outdoor air.
- NO_2 and $PM_{2.5}$ exposure harms lung development.
- Air pollution remains the largest environmental health hazard in the UK (PHE).
- 20mph limits reduce peak emissions during school runs.
- Cleaner air encourages active travel by parents and children.
- WSCC's 2024–2036 Active Travel Strategy commits to reducing transport emissions and improving public health.
- Strategy links air quality improvements to better active travel uptake.
- CHS that improves air quality support WSCC's climate and health targets. Speed reduction is among the most impactful, low-cost air quality interventions.
- More affordable than clean air zones or vehicle fleet changes.
- Emission reduction begins immediately, regardless of vehicle age.
- Cleaner air encourages outdoor activity and supports active travel uptake.

Road Safety: Demonstrates reduction in risk to vulnerable road users

Narrow pavements put pedestrians within a metre of traffic; lowering speeds will reduce their inhaled air pollution, protecting vulnerable groups.

Community Benefit: Scheme shows clear benefits to the wider community

High-volume traffic by school, shops, and homes; speed reduction would lower pollutant exposure for all residents. Narrow village streets currently concentrate pollution; this CHS enables safer, cleaner walking environments and eases health-system burdens.

Access to Schools: Improves routes for walking/cycling to school

School-run traffic overlaps with HGV movements. Lowering speeds reduces pollution here and improves walk/cycle safety.

Policy Alignment: Aligns with WSCC's Active Travel Strategy or LCWIP

By reducing emissions and improving streetscape, this CHS advances all strategic goals in the Active Travel and Public Health plans.

Cost Effectiveness: Delivers benefits without excessive cost.

Storrington's AQMA status requires action; this CHS delivers measurable change using existing road infrastructure, with minimal signage change.

Deliverability: Practical to deliver within WSCC processes

This scheme supports environmental improvements via signage and follows the same model as other successful WSCC village schemes, with low requirements on resources or physical road changes.
HDC via CIL contributions may be able to help with part funding of the CHS.

Local Support & Engagement: Shows local buy-in or potential for support

Local feedback from parish residents and HDC consultations highlights concern over HGV and general vehicle pollution.

Respiratory illness has become more prominent in our minds and parents cite air quality as a growing concern. We have been provided "Black" air filters by residents of Foxmead court demonstrating the quality of air being inhaled.

Shop owners often reference the residue from vehicle emissions on their window frames, and some report tight chests.

Although Action on air quality is often difficult to realise in Storrington, it is socially supported and we expect strong backing from families, older residents, and the medically vulnerable.

Noise Pollution

NOISE POLLUTION AND HEALTH IMPACTS

Noise pollution from road traffic is a serious and often overlooked public health issue. Research from the World Health Organization (WHO) ranks it as the second largest

environmental cause of ill health in Western Europe, after air pollution. Chronic exposure to noise contributes to stress and anxiety, sleep disturbance, hypertension and cardiovascular risk, and reduced cognitive performance in children.

These effects are particularly relevant in a residential village like Storrington, where high traffic volumes pass close to homes, schools, and community spaces.

Reducing traffic speeds from 30mph to 20mph typically reduces ambient traffic noise by 2–3 decibels (dB). While this may seem modest, a 3dB reduction is perceptibly quieter to the human ear, equivalent to halving the sound energy. This reduction is achieved not just through lower speeds, but also by less harsh acceleration, fewer braking events, and reduced engine and tyre noise profiles. In addition, noise levels become more consistent and less aggressive, making the environment calmer and more predictable, particularly beneficial in pedestrian-heavy areas and narrow high streets.

The Department for Transport's 2018 20mph Research Study found that: "Reductions in vehicle speeds may help improve community perceptions of traffic noise and contribute to a more pleasant street environment." Although the study acknowledged variability in measured outcomes, it recognised noise reduction as one of the indirect but meaningful benefits of lower speed environments.

This scheme supports Objective 4 of the West Sussex Transport Plan 2022–2036, which commits to "Avoid where possible and minimise air, noise and light pollution from use of the transport network to minimise impacts on public health and well-being." By delivering a quieter, more predictable road environment, this CHS proposal aligns with both national evidence and WSCC's local strategic objectives for cleaner, healthier streets.

Storrington High Street presents a particularly acute noise environment due to its road widths, constant traffic, and flanking shops and buildings that reflect and amplify sound. With shops directly opposite each other and minimal setback from the carriageway, even moderate vehicle noise is intensified, creating a canyon effect that concentrates sound in the pedestrian realm.

Additional contributors include poor road surfaces, which increases tyre and vibration noise; frequent braking and acceleration in stop-start conditions; close proximity of vehicles to people on narrow pavements; and a mix of HGVs, vans, and diesel vehicles.

Although residents may appear to "get used to it," research suggests that chronic exposure to traffic noise, especially low-frequency rumble and impulsive engine noise, has measurable effects on mental health, sleep quality, and general wellbeing. For people with sensory sensitivity, anxiety, PTSD, or neurodivergence, the impact is not just inconvenient but often overwhelming.

Many people no longer consciously notice the noise, but that doesn't mean it isn't affecting them. The body continues to process background noise as a low-level stressor, with studies

showing increased cortisol levels, blood pressure, and irritability in noisy environments. Children and older adults are particularly vulnerable.

A 20mph area would help cut harsh acoustic spikes, reduce constant gear changes and revving, and create a quieter, less aggressive sound profile throughout the day. This not only improves air quality and safety, but also contributes to mental resilience, community calm, and a more pleasant High Street experience, all of which are consistent with both public health objectives and the WSCC CHS framework

Environmental and Climate Contribution

By enabling more short journeys to be made by foot or cycle, the scheme supports West Sussex County Council's Climate Change Strategy(2020-2030) and Net Zero targets.

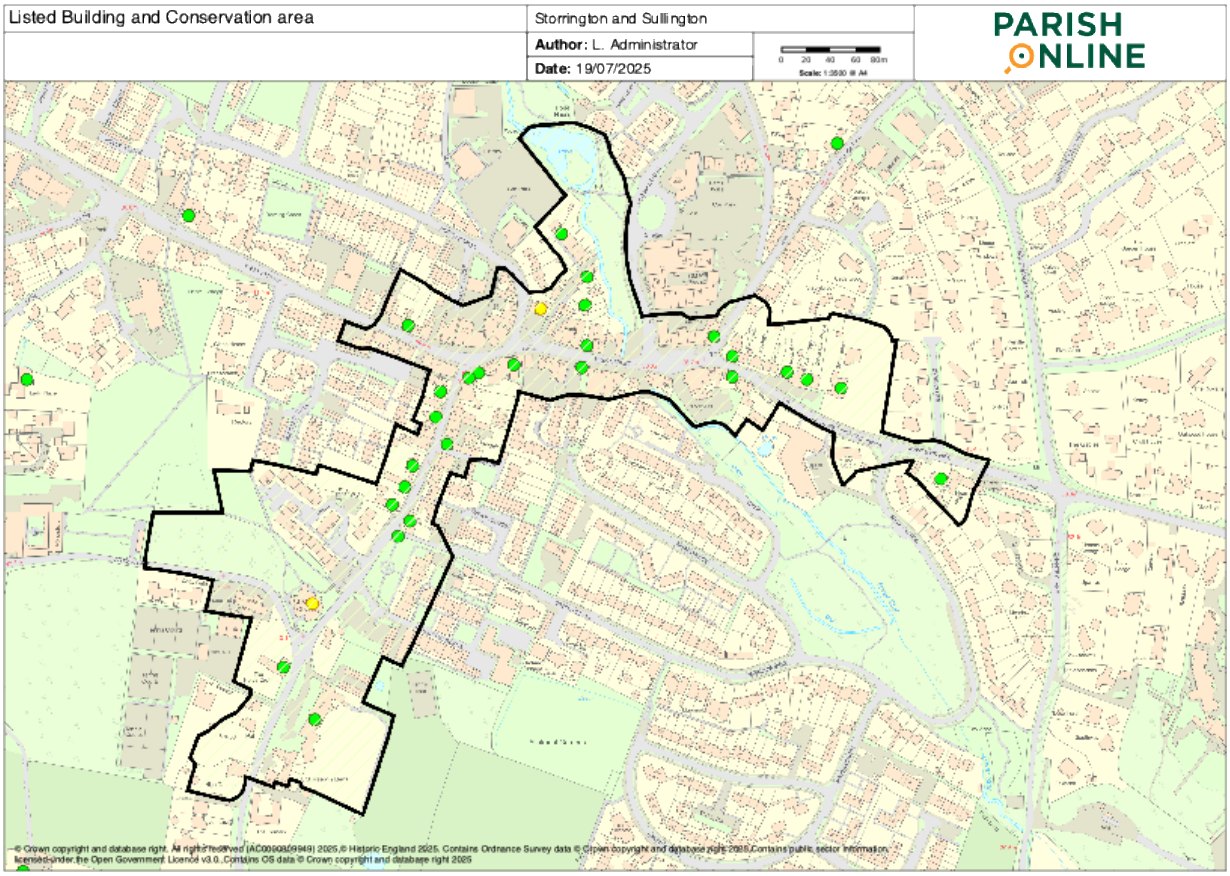
HGV Impacts in Our Conservation Area and the Role of 20mph as a Mitigation Measure

Storrington has a significant number of Heavy Goods Vehicles travelling through the conservation area encompassing parts of Storrington High Street and West Street. High traffic volumes, combined with vehicle speeds of 30mph, are causing physical and structural effects on both the public realm and the historic fabric of the area. A 20mph limit is an essential and immediately deliverable mitigation measure - compliant with policy and proportionate to the scale of harm. It will reduce vibration damage, improve pedestrian safety, support conservation duties, and act as a gateway to longer-term traffic management strategies.

The Setting: A Historic and Vulnerable Streetscape

Storrington High Street and West Street form part of a designated Conservation Area. Features include:

- Grade II and II* listed buildings
- Narrow pavements and historical street frontages
- Original flint walls and fragile boundary structures



These are protected under the Planning (Listed Buildings and Conservation Areas) Act 1990. Local authorities are under a duty to 'preserve or enhance the character or appearance of conservation areas.'

The Problem: Heavy vehicles and Structural Damage

Heavy vehicles travelling at 30mph cause:

- Ground-borne vibrations affecting building fabric
- Microcracks in masonry and plasterwork
- Destabilisation of unreinforced structures
- Road degradation and noise pollution
- Rutting and cracking of historic surfacing
- Collapse or misalignment of drainage
- Subsidence of manholes and utilities
- Increased maintenance costs and disruption from street repairs

How the 20mph scheme will help:

Lower Dynamic Forces: Vehicles traveling at 20mph exert less dynamic force on the road surface compared to 30mph. This can lead to less wear and tear, especially at junctions and bends where forces are higher. We would be hopeful that the reduction in dynamic forces will also lessen the damage and consequential on-going repair costs and impact on our economy with road closures.

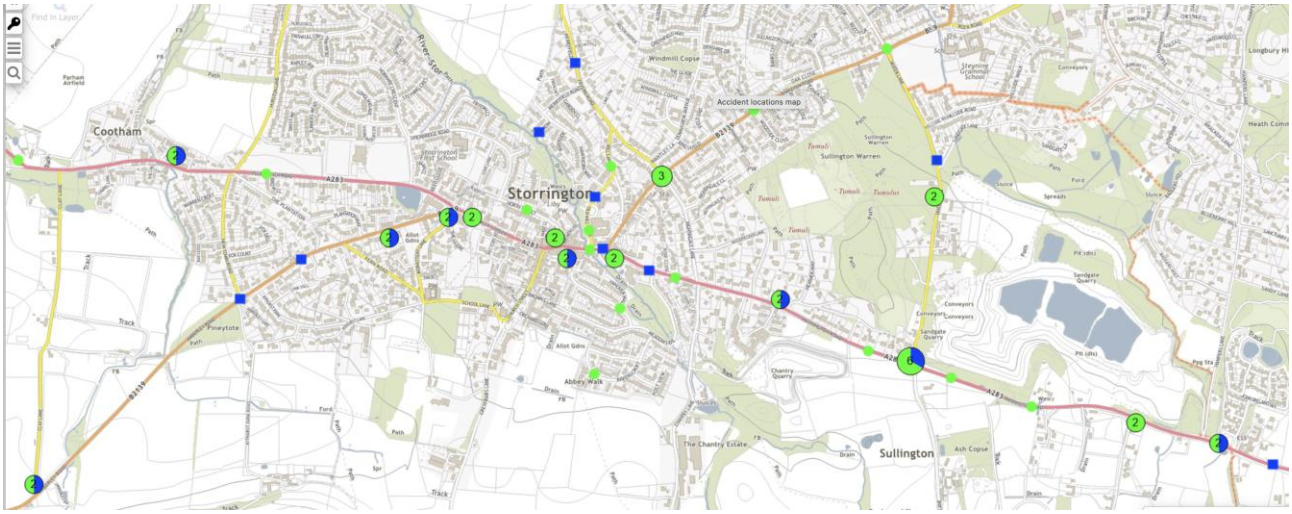
Braking Stress: Reduced speeds result in gentler braking, decreasing road surface abrasion caused by sudden or frequent stops.

Tyre and Engine Noise: Slower speeds significantly reduce road noise caused by tyre friction and engine revving. In a village setting, this can enhance the quality of life for residents and support .

Vibration: Lower speeds generate less vibration, which can help reduce the impact on nearby buildings and infrastructure.

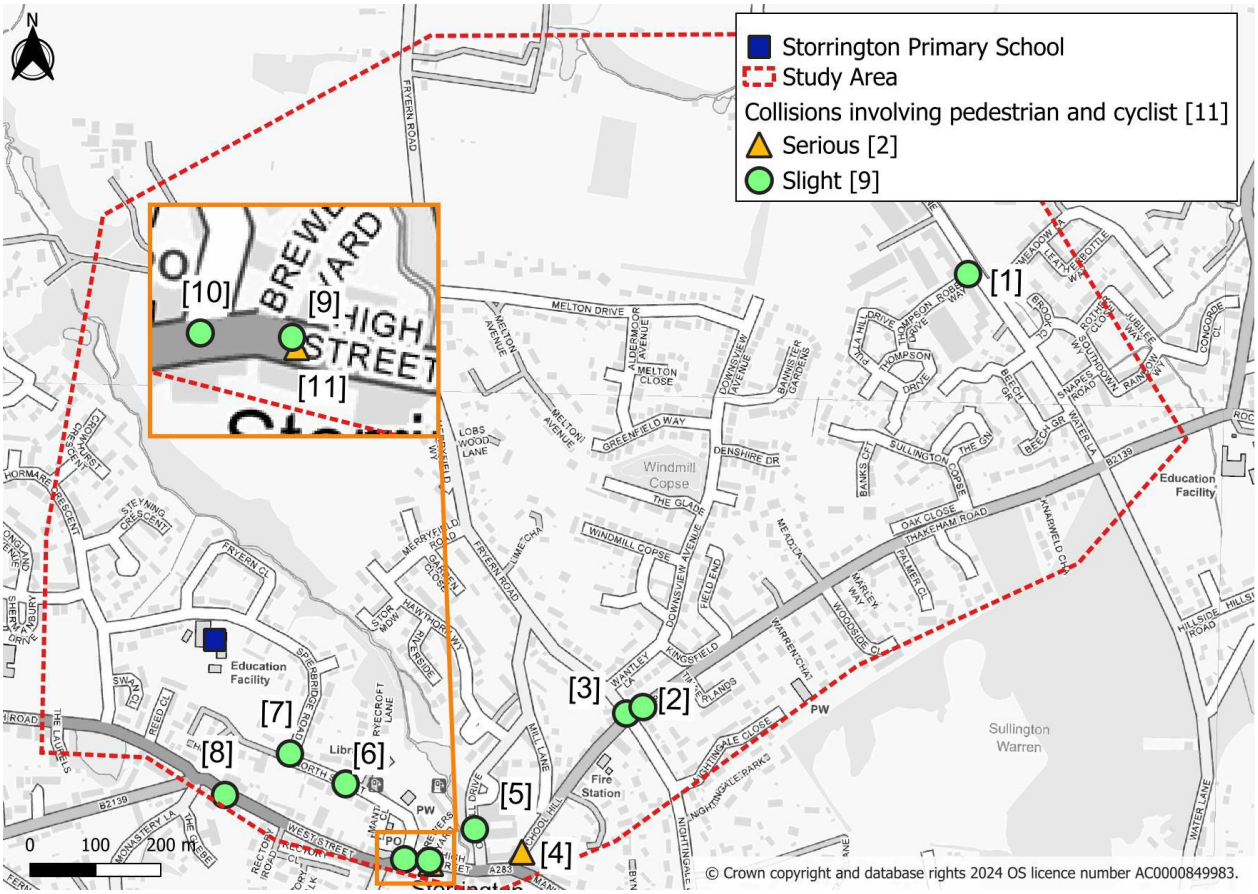
This proposal supports the aims of the designated Conservation Area by introducing a 20mph limit that protects and enhances the special character of Storrington's historic core. Lower speeds reduce noise, vibration, and the visual dominance of moving vehicles, helping to preserve the area's setting and make it more attractive for pedestrians, cyclists and visitors.

Accidents, risks and Highways safety



WSCC's collision map shows reported incidents between 2020–2025.
In recent years Storrington has recorded 17 serious accidents, and 32 slight accidents.
Most “slight” collisions, near-misses or minor incidents go unreported, studies suggest up to 90% of pedestrian conflicts are invisible to police data.

Specific Collision data in the vicinity of the school was obtained from WSCC for the five-year period from 1st July 2019 to 30th June 2024. In total, ten collisions involving pedestrians were recorded, eight of which resulted in slight injuries and two resulting in serious injuries, as shown below. There was only one slight collision that involved a pedal cyclist during the five-year period.



Nine of the collisions occurred as pedestrians crossed the road or emerged from behind a car with at least one of the parties failing to look or pay appropriate attention leading to the collision and four occurred within close proximity of the schools involving a child occurring outside the school's drop off and pick up times and unlikely attributed to the school commute. The details of these collisions are listed below:

- _Collision 2 (reference 231350534) occurred on The B2139 Thakeham Road 22 metres from the junction with Puttick Close. The vehicle travelling eastbound along Thakeham Road collided with a pedestrian (child) who failed to look while crossing the road.

- _Collision 3 (reference 221171419) occurred on Fryern Road near the junction with The B2139 School Hill. The vehicle turning left onto Storrington Road collided with a pedestrian crossing Fryern Road.

- _Collision 4 (reference 888110) occurred on The B2139 School Hill, 31 metres from the junction with the A283 High Street. A vehicle drove over a pedestrian's foot.

▪ _Collision 5 (reference 221201797) occurred on Old Mill Drive near the junction with Old Mill. The vehicle traveling along Old Mill Drive collided with a pedestrian (child), while the pedestrians were crossing the road, stepping out from behind parked cars.

▪ _Collision 6 (reference 221252187) occurred on North Street, 25 metres from the junction with Rycroft Lane. A vehicle traveling southeast along North Street collided with a pedestrian (child) from behind, as the pedestrian ran into the road.

▪ _Collision 7 (reference 853941) occurred on Spierbridge Road near the junction with North Street. The vehicle turned right into the road and collided with a pedestrian (child).

▪ _Collision 8 (reference 221137618) occurred on the A283 on West Street, 99 metres from the junction with Rectory Road. The vehicle traveling westbound along the A283 collided with the rear of a vehicle parked in a layby causing the driver standing next to the vehicle to fall over.

▪ _Collision 9 (reference 241411594) occurred on the A283 High Street near the junction with Brewers Yard. The vehicle traveling east along the A283 High Street collided with a pedestrian jumping in front of the vehicle.

▪ _Collision 10 (reference 221134005) occurred on the A283 High Street near the junction with North Street. The vehicle traveling north along the A283 has turned across the carriageway in front of a pedal cyclist causing the collision.

▪ _Collision 11 (reference 221238105) occurred on the A283 High Street near the junction with Brewers Yard. The vehicle traveling westbound along the A283 High Street collided with a pedestrian stepping off the pavement in front of the vehicle.

Slight accidents as predictors

Near-miss data is now a recognised as an early-warning tool for serious crashes.
Predictive safety studies show areas with high conflict, but with low reported incidents—should act now to prevent more serious events.

Storrington’s high volume and traffic speed is an indicator of heightened risks.

Low Collisions Can Reflect Avoidance

Vulnerable residents (e.g. elderly or parents with children) avoid walking due to narrow pavements, hostile crossings, and speeding vehicles.

- This withdrawal reduces collisions, but signals that people no longer feel safe
- Long-term health consequences of isolation are now a formal consideration for both WSCC and HDC in their current strategic frameworks

Collision Costs and Local Impact – Economic Case for Intervention

Road traffic collisions impose significant costs on individuals, communities, and the public purse. West Sussex County Council (WSCC) uses nationally agreed valuations to calculate the societal cost of collisions, which include lost productivity, medical and emergency response, human suffering, and broader economic disruption.

Official WSCC Collision Cost Values (2023)

- Serious injury: £290,000 per collision
- Slight injury: £29,000 per collision
- Fatality (national value applied): £2.52 million per fatality

Local Collision Data – Storrington

From available reporting 2020-2025, Storrington recorded:

- 17 serious collisions
- 32 slight collisions

Using WSCC valuation rates, the estimated cost of collisions in Storrington is:

- Serious: 17 × £290,000 = £4.93 million
- Slight: 32 × £29,000 = £0.93 million
- Total: £5.86 million over this period

County Context – West Sussex

In 2024, 19 people were killed and 506 seriously injured on West Sussex roads.

- 19 people killed @ Fatalities: £47.8 million
- 506 seriously injured @ Serious: £146.7 million
- 1775 slight(estimated) @ Slight: £51.4 million
- Total: £245.9 million for 2024

In previous years, West Sussex has reported around 2,300–2,400 road casualties annually across all severities.

This scale of harm represents a persistent and predictable burden, both socially and financially.

National Context – Great Britain

2023 national road casualty figures (DfT) and DfT/ITF valuations:

- 1,624 people killed @ Fatalities: £4.09 billion
- 28,087 seriously injured @ Serious: £8.14 billion
- 103,266 slightly injured @ Slight: £3.10 billion
- Total injury-related cost: £15.33 billion

It is estimated that the Full cost including damage/unreported is in the region of £43 billion/year (1.4% of GDP)

Implications for Storrington's Community Highway Schemes

Even modest reductions in serious or slight injuries within the Storrington area (estimated: £5.8 million in the past 5 years) deliver major cost savings. When viewed across the cost of the entire Community Highways Scheme and coupled with improved public realm, these figures support a robust economic justification for investment in our scheme, without the need for a fatality.

SUPPORT WITHIN STORRINGTON

The community has shown a high level of support for 'speed mitigation' in Storrington, with some 3942 signatures in favour of '20mph within the village'(to be verified), against 563 opposed (also to be verified). The petition numbers are currently being processed by WSCC democratic services.

It should be made clear that any scheme supported by WSCC will be open to a formal public consultation before WSCC make a final determination.

Support over time

Edinburgh 20mph City-Wide Rollout (University of Edinburgh, 2020)

- Pre-scheme support: ~58% supported the idea.
- Post-scheme support: Grew to 70% after implementation.
- Key reason for shift: Residents noticed calmer streets, reduced noise, and felt safer walking/cycling.

Source: Evaluation of Edinburgh 20mph Rollout, UoE 2020

Bristol 20mph Scheme (UWE Study, 2017)

- Pre-implementation support: Ranged from 45%–55% depending on neighbourhood.
- Post-implementation: Over 62% supported it, including many who originally opposed it.
- Notably, support was strongest among residents living directly on 20mph roads.

Source: Bristol 20mph Speed Limits: Final Summary Report, UWE 2017

Portsmouth Pilot Scheme (DfT Evaluation, 2010)

- Initial scepticism from drivers and local traders.
- After roll-out, 67% of residents felt safer, and 75% of parents were more confident letting children walk to school.
- Over time, support from business owners also improved.

Source: DfT Evaluation of Portsmouth 20mph Limits, 2010

British Social Attitudes Survey (2021)

- 72% of UK respondents supported 20mph on residential streets.
- Support increases with exposure and familiarity — i.e., those who live in or travel through 20mph areas are more likely to favour them.

Source: Department for Transport – British Social Attitudes Survey

Wales National Rollout (2023–2024)

- Before rollout: some communities expressed strong resistance (notably political).
- However, early analysis shows:
  - Traffic speeds have dropped by ~4mph on average.
  - Support is increasing in areas with schools, care homes, and high pedestrian presence.
  - Local police forces report broad compliance and improving public attitudes.

Source: Welsh Government – 20mph National Programme Update

General Patterns Seen in Research

Phase	Public Support Trend
Before introduction	Often mixed; influenced by fears about delays, enforcement, or “nanny state”
Immediately after	Slight dip possible due to adjustment period
6–12 months later	Support typically increases, especially among residents directly affected
Long-term	Support stabilises high where benefits are felt and visible (e.g. fewer near misses, calmer streets)

Why Support Grows After Implementation

- Perceived benefits outweigh imagined drawbacks
- Fear of “disruption” proves unfounded
- Residents report feeling safer, especially parents, elderly, and pedestrians
- Noise and stress reduce, improving neighbourhood feel
- People realise journey times are barely affected — often just seconds added

Alignment with WSCC Policy objectives

The CHS proposal aligns closely with multiple West Sussex County Council strategies. Including:-

- WSCC Speed limit policy (2023) – which supports 20mph in residential and high pedestrian mixed environments.
- WSCC Road Safety Strategy (2025-2036) – which prioritises protection of vulnerable road users
- Public Sector Equality Duty – requiring public bodies to address accessibility barriers affecting disabled people.

There is evidence to support submitting this CHS application. While views in the community differ, the combination of formal Parish Council backing, strong resident support, and alignment with county-level policy creates a compelling case for West Sussex County Council to evaluate this proposal through the CHS process.

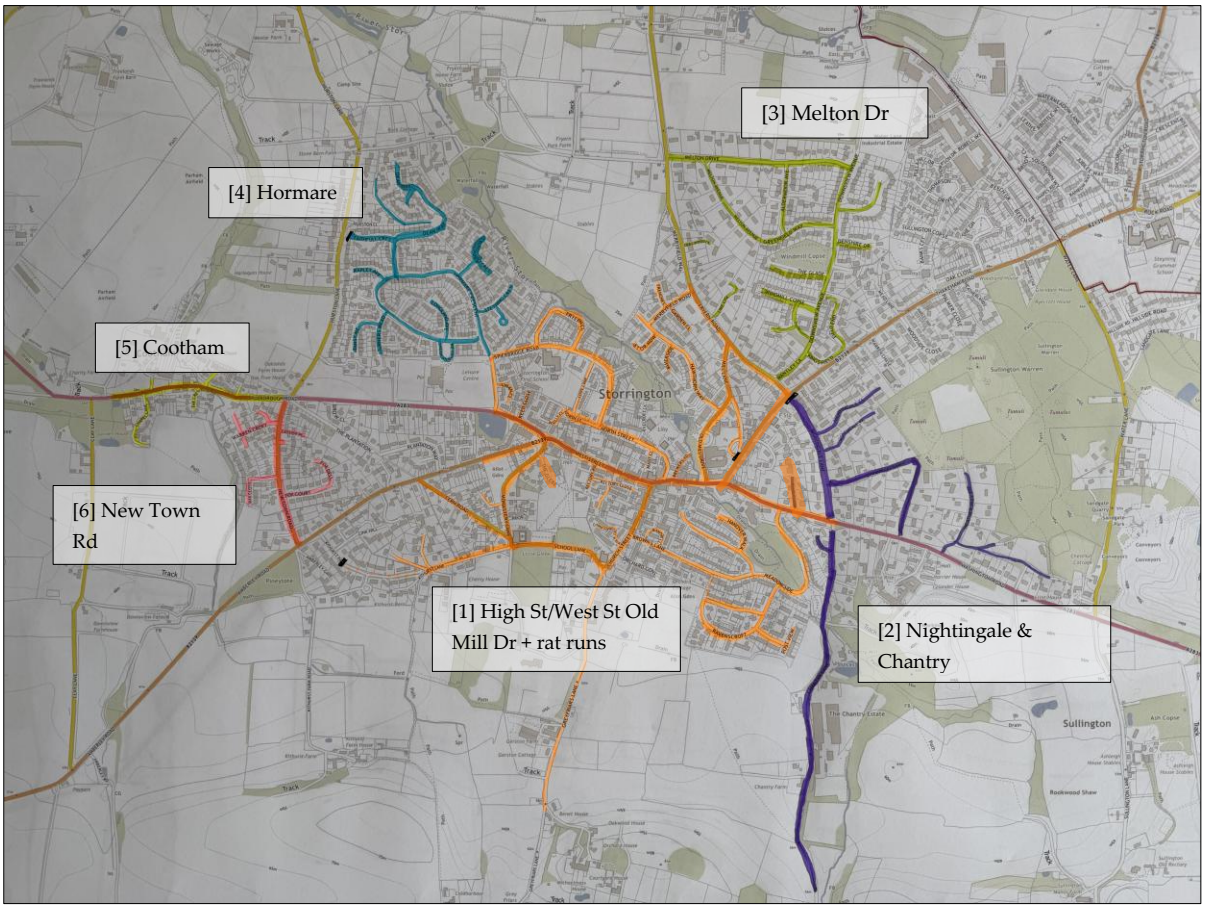
PROPOSED SCHEME – FEASIBILITY AND DELIVERABILITY

Overview of scheme

We would request:

- Apply 20mph to the streets identified on the map
- Applying a 20mph limit to all roads where footways fall below 1.5m wide – consider if these roads need to be addressed as a simple CHS to meet EqualityAct obligations.
- Prioritising school routes, retail areas, and roads with high pedestrian activity
- Applying 20mph to connecting streets for key services like doctors, opticians, pharmacies etc
- Use speed limits with visible treatments, like Dragons Teeth, slow and speed roundels to highlight the limit changes to support awareness and compliance.

Map of proposed scheme



The scheme has been divided into village sections to support identification and communication.

Section 1:	High Street/West Street/Old Mill Drive and rat-runs(via Spierbridge Rd and Meadowside)	Orange
Section 2:	Nightingale & Chantry	Purple
Section 3:	Melton Drive	Green
Section 4:	Hormare	Blue

Section 5:	New Town Road	Pink
Section 6:	Cootham	Yellow

NEED FOR A CONSISTENT 20MPH AREA ACROSS THE VILLAGE

The streets proposed within our CHS have all been assessed to see how they meet the scheme objectives. We have highlighted streets in ‘sections’, and as would be expected from a village setting, some are contiguous.

This does provide some additional benefits:-

Eliminating Driver Confusion

Speed limits that vary frequently (20–30–40mph in short succession) create uncertainty for drivers. This undermines compliance, reduces the credibility of signage, and weakens road safety. A consistent 20mph limit removes ambiguity and simplifies expectations.

Key Points:

- Consistency improves compliance and removes excuses for speeding.
- Drivers cannot claim to be confused if the limit is clearly 20mph throughout the village.
- Simpler signage layout reduces long-term maintenance and cost.

Predictability Benefits All Road Users

Predictable vehicle behaviour is vital not just for drivers but for everyone using the road environment. Vulnerable road users, including children, older adults, disabled people, and cyclists, rely on clear, understandable traffic patterns.

Key Points:

- Pedestrians can cross with greater confidence when vehicle speeds are predictable.
- Cyclists benefit from a consistent flow, reducing unsafe overtaking incidents.
- Children, particularly those learning road safety, adapt better to simple, consistent rules.
- Visually impaired and neurodivergent individuals depend on reliable environmental cues.

Education and Awareness Campaign

Alongside physical changes, behaviour change is vital. A local awareness campaign will be undertaken to explain why the change is happening and what benefits it brings.

Key Components:

- Leaflets and posters in schools, shops, and community venues.
- Social media campaign with graphics and messages tied to local concerns (e.g. child safety, village feel).
- Village signage banners with messages like “20mph for Safer Streets” or “One Limit, One Safer Village”.
- Public launch event with councillors and police and other stakeholders.

Working with WSCC and local partners to deliver both engineering and education will give the scheme the best chance of success.

To improve safety, clarity, and inclusivity for all road users, a consistent 20mph limits across linked road systems is the most effective solution. It reduces confusion, supports vulnerable users, aligns with CHS criteria, and represents best practice in community-focused road design.

SECTION 1 – HIGH STREET, WEST STREET, RAT RUNS AND OLD MILL DRIVE

Map of Section_1 shown in ‘ORANGE’

List of Roads in Section 1 – High Street, West Street, rat runs and Old Mill Drive

- Amberley road (B2183)

- Amberley Close
- Fern Road
- Monastery Lane
- School Lane
- Priory Close
- Church Street
- Browns Lane
- Mannor Close
- Rosemary Close
- West street
- Rectory Road
- Rectory Close
- Rectory Walk
- Greyfriars Lane
- Meadowside
- Hanover Walk
- Ravenscroft
- Lyme Chase
- Post View
- Highbrook Place
- Langton Place
- Malden Place
- Lindale Place
- Manleys Hill
- Byne Close
- High Street
- North Street
- Brewers Yard
- Rycroft Lane
- Love Lane
- Holly Close
- Holly Court
- Reed Close
- Swan Close
- Spierbridge Road
- Fryern Close
- Mant Close
- Old Mill Drive
- Mill Lane

- Fryern Road
- School Hill
- Wisborough Lane
- Merryfield Road
- Frenches
- Garden Close
- Hawthorn Way
- River Side
- Stor Meadow

Speed compliance data

The following details demonstrate compliance with the WSCC speed limit policy for implementation of 20mph without traffic calming.

SPEED COMPLIANCE TOOL - SPEED DATA RESULTS

Location 7: West Street – High Street, Storrington (From Spierbridge Rd to B2139)

Selection Details: 20 sections selected

Average Speeds (mph): All Day	85th Speeds (mph): All Day
All Day (Everyday)	All Day (Everyday) 85th
15.4	25.4

Average Speeds (mph): Monday to	85th Speeds (mph): Monday to Friday	Average Speeds (mph): Weekend	85th Speeds (mph): Weekend
04:00 to 07:00	04:00 to 07:00 - 85th	04:00 to 07:00	04:00 to 07:00 85th
19.1	28.2	25.4	31.4
07:00 to 09:00	07:00 to 09:00 - 85th	07:00 to 10:00	07:00 to 10:00 85th
14.0	24.1	15.9	25.9
09:00 to 12:00	09:00 to 12:00 - 85th	10:00 to 14:00	10:00 to 14:00 85th
13.6	22.7	13.5	23.3
12:00 to 14:00	12:00 to 14:00 - 85th	14:00 to 19:00	14:00 to 19:00 85th
14.2	23.3	17.3	26.0
14:00 to 16:00	14:00 to 16:00 - 85th	19:00 to 22:00	19:00 to 22:00 85th
11.7	21.9	22.9	30.3
16:00 to 19:00	16:00 to 19:00 - 85th	22:00 to 04:00	22:00 to 04:00 85th
12.9	23.7	25.9	32.4
19:00 to 22:00	19:00 to 22:00 - 85th		
21.9	28.5		
22:00 to 04:00	22:00 to 04:00 - 85th		
25.2	31.7		

Data source: Agilysis – Speed Compliance Tool 2024.

Data is captured across 12-month period from January to December (currently Jan 2024 to Dec 2024). The speed data comes from connected vehicles that have GPS devices installed such as vehicle trackers and sat nav devices. The data does not come from mobile phones or insurance 'black box' devices. Data only comes from cars, HGVs and taxis.

The data is not a direct replacement for traditional adhoc traffic surveys. The adhoc surveys give more detailed information over a shorter timescale (usually 7 days), whilst the data from the Speed Compliance Tool offers widespread network coverage, summarised over a longer period to reduce temporal variations. The speed values are also based on vehicles speeds along an entire link, rather than at a specific spot along a link.

SECTION 2 – SCHOOL HILL TO NIGHTINGALE LA

SPEED COMPLIANCE TOOL - SPEED DATA RESULTS

Location 4: A283, Storrington (between B2139 to Nightingale Lane)

Selection Details: 5 sections selected			
Average Speeds (mph): All Day		**85th Speeds (mph): All Day**	
All Day (Everyday)		All Day (Everyday) 85th	
19.0		31.6	
Average Speeds (mph): Monday to	**85th Speeds (mph): Monday to Friday**	**Average Speeds (mph): Weekend**	**85th Speeds (mph): Weekend**
04:00 to 07:00	04:00 to 07:00 - 85th	04:00 to 07:00	04:00 to 07:00 85th
27.4	34.5	31.6	37.8
07:00 to 09:00	07:00 to 09:00 - 85th	07:00 to 10:00	07:00 to 10:00 85th
18.2	30.4	21.5	32.7
09:00 to 12:00	09:00 to 12:00 - 85th	10:00 to 14:00	10:00 to 14:00 85th
17.9	29.7	17.5	30.5
12:00 to 14:00	12:00 to 14:00 - 85th	14:00 to 19:00	14:00 to 19:00 85th
19.0	30.4	26.3	32.6
14:00 to 16:00	14:00 to 16:00 - 85th		
16.2	29.5		
16:00 to 19:00	16:00 to 19:00 - 85th		
17.0	30.0		
19:00 to 22:00	19:00 to 22:00 - 85th	19:00 to 22:00	19:00 to 22:00 85th
29.2	34.4	30.5	36.7
22:00 to 04:00	22:00 to 04:00 - 85th	22:00 to 04:00	22:00 to 04:00 85th
31.7	37.9	32.1	38.8

Data source: Agilysis – Speed Compliance Tool 2024.

Data is captured across 12-month period from January to December (currently Jan 2024 to Dec 2024). The speed data comes from connected vehicles that have GPS devices installed such as vehicle trackers and sat nav devices. The data does not come from mobile phones or insurance 'black box' devices. Data only comes from cars, HGVs and taxis.

The data is not a direct replacement for traditional adhoc traffic surveys. The adhoc surveys give more detailed information over a shorter timescale (usually 7 days), whilst the data from the Speed Compliance Tool offers widespread network coverage, summarised over a longer period to reduce temporal variations. The speed values are also based on vehicles speeds along an entire link, rather than at a specific spot along a link.

SECTION 3 – HIGH STREET TO FRYERN ROAD

SPEED COMPLIANCE TOOL - SPEED DATA RESULTS

Location 1: School Hill, Storrington (from High Street to Fryern Rd)

Selection Details: 8 sections selected			
Average Speeds (mph): All Day Everyday		85th Speeds (mph): All Day Everyday	
All Day (Everyday)		All Day (Everyday) 85th	
19.5		28.3	
Average Speeds (mph): Monday to Friday	85th Speeds (mph): Monday to Friday	Average Speeds (mph): Weekend	85th Speeds (mph): Weekend
04:00 to 07:00	04:00 to 07:00 - 85th	04:00 to 07:00	04:00 to 07:00 85th
24.1	31.2	25.6	31.2
07:00 to 09:00	07:00 to 09:00 - 85th	07:00 to 10:00	07:00 to 10:00 85th
19.3	28.6	18.5	29.1
09:00 to 12:00	09:00 to 12:00 - 85th	10:00 to 14:00	10:00 to 14:00 85th
16.9	26.2	17.1	27.2
12:00 to 14:00	12:00 to 14:00 - 85th		
17.2	27.1		
14:00 to 16:00	14:00 to 16:00 - 85th	14:00 to 19:00	14:00 to 19:00 85th
16.9	27.1	21.5	29.3
16:00 to 19:00	16:00 to 19:00 - 85th		
16.6	28.1		
19:00 to 22:00	19:00 to 22:00 - 85th	19:00 to 22:00	19:00 to 22:00 85th
23.1	30.3	24.2	29.4
22:00 to 04:00	22:00 to 04:00 - 85th	22:00 to 04:00	22:00 to 04:00 85th
27.1	33.8	23.6	35.5

Data source: Agilysis – Speed Compliance Tool 2024.

Data is captured across 12-month period from January to December (currently Jan 2024 to Dec 2024). The speed data comes from connected vehicles that have GPS devices installed such as vehicle trackers and sat nav devices. The data does not come from mobile phones or insurance 'black box' devices. Data only comes from cars, HGVs and taxis.

The data is not a direct replacement for traditional adhoc traffic surveys. The adhoc surveys give more detailed information over a shorter timescale (usually 7 days), whilst the data from the Speed Compliance Tool offers widespread network coverage, summarised over a longer period to reduce temporal variations. The speed values are also based on vehicles speeds along an entire link, rather than at a specific spot along a link.

SECTION 4 – MERRYFIELD TO SCHOOL HILL

SPEED COMPLIANCE TOOL - SPEED DATA RESULTS

Location 2: Fryern Road, Storrington (Merryfield to School Hill)

Selection Details: 4 sections selected			
Average Speeds (mph): All Day Everyday		85th Speeds (mph): All Day Everyday	
All Day (Everyday) 22.5		All Day (Everyday) 85th 30.5	
Average Speeds (mph): Monday to Friday	85th Speeds (mph): Monday to Friday	Average Speeds (mph): Weekend	85th Speeds (mph): Weekend
04:00 to 07:00 25.0	04:00 to 07:00 - 85th 34.4	04:00 to 07:00 28.6	04:00 to 07:00 85th 34.0
07:00 to 09:00 23.2	07:00 to 09:00 - 85th 29.8	07:00 to 10:00 24.4	07:00 to 10:00 85th 29.9
09:00 to 12:00 22.0	09:00 to 12:00 85th 29.0		
12:00 to 14:00 22.9	12:00 to 14:00 85th 29.1	10:00 to 14:00 22.9	10:00 to 14:00 85th 30.1
14:00 to 16:00 22.6	14:00 to 16:00 85th 29.4		
16:00 to 19:00 24.0	16:00 to 19:00 - 85th 31.2	14:00 to 19:00 25.1	14:00 to 19:00 85th 31.5
19:00 to 22:00 25.1	19:00 to 22:00 85th 30.0	19:00 to 22:00 26.2	19:00 to 22:00 85th 26.2
22:00 to 04:00 30.0	22:00 to 04:00 - 85th 30.1	22:00 to 04:00 24.2	22:00 to 04:00 85th 26.8

Data source: Agilysis – Speed Compliance Tool 2024.

Data is captured across 12-month period from January to December (currently Jan 2024 to Dec 2024). The speed data comes from connected vehicles that have GPS devices installed such as vehicle trackers and sat nav devices. The data does not come from mobile phones or insurance 'black box' devices. Data only comes from cars, HGVs and taxis.

The data is not a direct replacement for traditional adhoc traffic surveys. The adhoc surveys give more detailed information over a shorter timescale (usually 7 days), whilst the data from the Speed Compliance Tool offers widespread network coverage, summarised over a longer period to reduce temporal variations. The speed values are also based on vehicles speeds along an entire link, rather than at a specific spot along a link.

SECTION 5 – FERN ROAD TO TESCO GARAGE

SPEED COMPLIANCE TOOL - SPEED DATA RESULTS

Location 1: Amberley Rd, Storrington (From Fern Rd to Tesco Garage Roundabout)

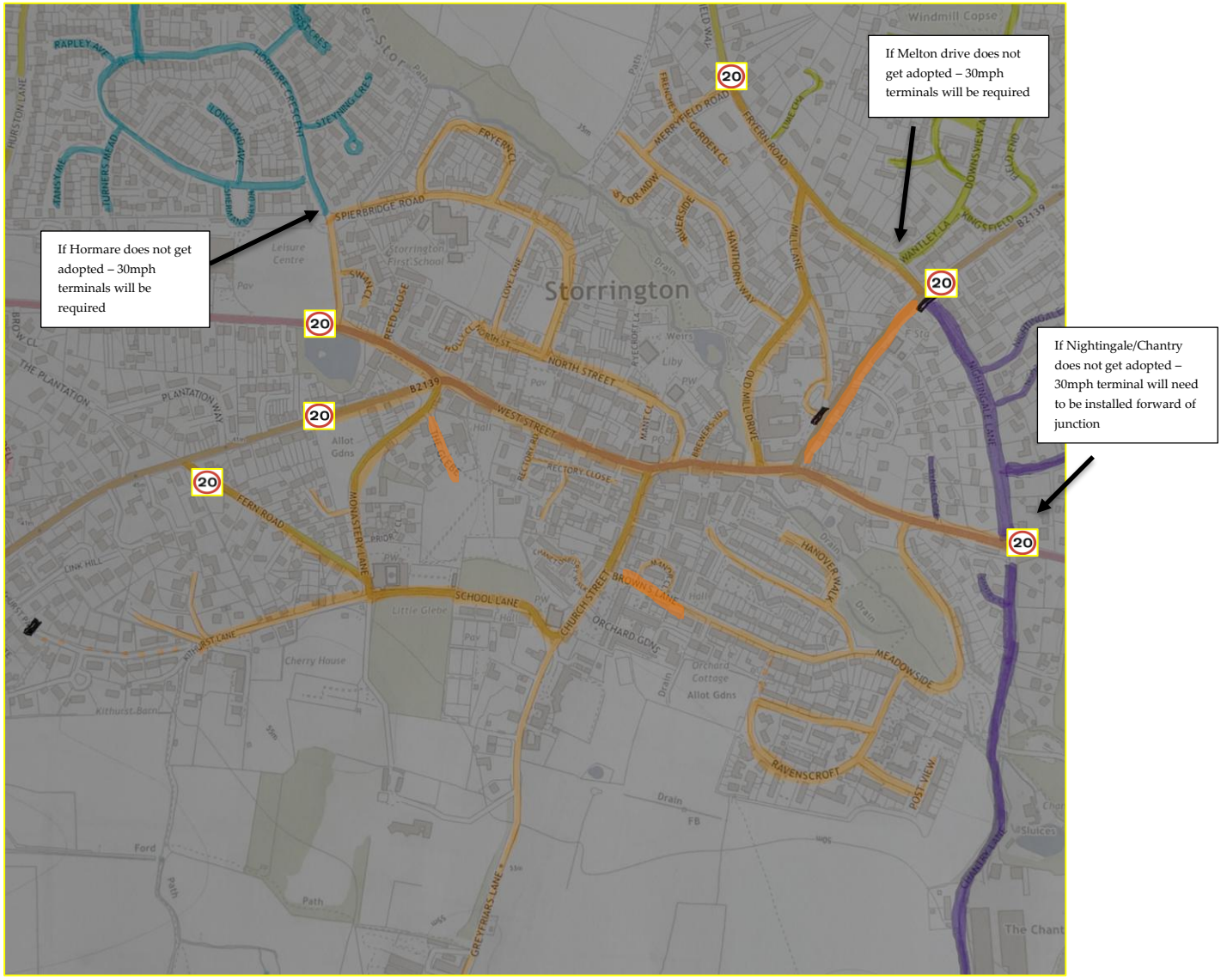
Selection Details: 4 sections selected			
Average Speeds (mph): All Day		**85th Speeds (mph): All Day**	
All Day (Everyday)		All Day (Everyday) 85th	
22.1		31.8	
Average Speeds	**85th Speeds (mph):**	**Average Speeds**	**85th Speeds**
04:00 to 07:00	04:00 to 07:00 - 85th	04:00 to 07:00	04:00 to 07:00 85th
24.2	32.5	30.0	36.7
07:00 to 09:00	07:00 to 09:00 - 85th	07:00 to 10:00	07:00 to 10:00 85th
20.9	29.2	25.5	31.4
09:00 to 12:00	09:00 to 12:00 - 85th	10:00 to 14:00	10:00 to 14:00 85th
22.8	30.1	21.7	29.9
12:00 to 14:00	12:00 to 14:00 - 85th	14:00 to 19:00	14:00 to 19:00 85th
22.6	29.2	23.0	30.8
14:00 to 16:00	14:00 to 16:00 - 85th		
18.8	29.3		
16:00 to 19:00	16:00 to 19:00 - 85th		
18.3	29.3		
19:00 to 22:00	19:00 to 22:00 - 85th	19:00 to 22:00	19:00 to 22:00 85th
27.6	33.7	26.9	33.9
22:00 to 04:00	22:00 to 04:00 - 85th	22:00 to 04:00	22:00 to 04:00 85th
30.9	37.1	32.0	37.5

Data source: Agilysis – Speed Compliance Tool 2024.

Data is captured across 12-month period from January to December (currently Jan 2024 to Dec 2024). The speed data comes from connected vehicles that have GPS devices installed such as vehicle trackers and sat nav devices. The data does not come from mobile phones or insurance 'black box' devices. Data only comes from cars, HGVs and taxis.

The data is not a direct replacement for traditional adhoc traffic surveys. The adhoc surveys give more detailed information over a shorter timescale (usually 7 days), whilst the data from the Speed Compliance Tool offers widespread network coverage, summarised over a longer period to reduce temporal variations. The speed values are also based on vehicles speeds along an entire link, rather than at a specific spot along a link.

Terminal points (stop/start of limits):-



In all areas that are changed to a 20mph limit will require appropriate repeater speed signage, and where possible use road roundels.

Limit change: Manley's Hill/Washinton road (A283)

- Whilst WSCC speed compliance data supports an extended section of Manley's Hill up to Heather Way, we believe that greater compliance will be gained at this time if we start the 20mph Limit at the Junction Manley's Hill & Chantry Lane as indicated in the Terminal Points map above.

- This Chantry junction is used by Dudman's to access their industrial/Quarry facilities. This location has been identified as a hazard turning point for HGVs, and should be considered the very minimum point to start the change of Limit.

- Traffic approaching Meadowside turning will be travelling at 20mph, which will make this junction easier to exit, and reduce the current risks.

- We are mindful that a future development planned in Ravenscroft will add significant vehicle movements to this junction at Meadowside.

Limit change: School Hill (B2139)

- We recognise that Thakeham road is a well used school route, but believe that greater compliance will be gained at this time if we start the 20mph Limit at the Junction of Fryern Road as indicated in the Terminal Points map above.

- We will keep this location under evaluation as part of our post implementation review, and with WSCC Active Travel team.

Limit change: Fryern Road

- We recognise that Fryern road is a well used school route, but believe that greater compliance will be gained at this time if we start the 20mph Limit close to the Junction of Merryfield Road as indicated in the Terminal Points map above.

- We will keep this location under evaluation as part of our post implementation review, and with WSCC Active Travel team.

Limit change: Pulborough road (A283)

- The Pulborough road has a number of entrance points to the leisure facilities/fields which will not be included in the proposed scheme for 20mph, but we feel that the junction of Spierbridge rd roundabout is a good start of the 20mph limit. This location also provides more continuity with the school route.

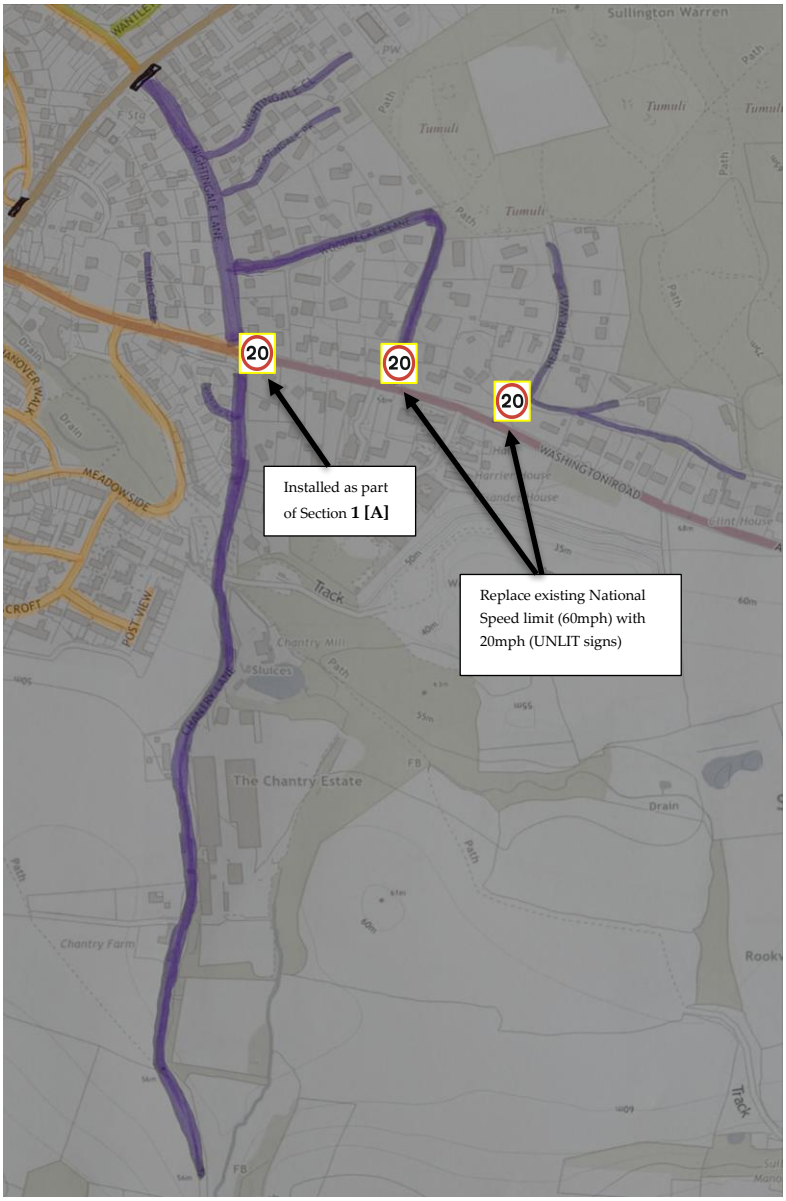
- We will keep this location under evaluation as part of our post implementation review with WSCC Active Travel team

Limit change: Amberley Road (B2138)

- Whilst WSCC speed compliance data supports an extended section of Amberley up to Fern Road, we believe that greater compliance will be gained if we start the 20mph Limit Adjacent to Amberley Road allotments as indicated in the Terminal Points map above.

Section 2 – Nightingale & Chantry

Map of Section_2 shown in 'PURPLE'



If Section 2 – Nightingale & Chantry Lane is not adopted – the speed limit sign[A] will be located forward of the junction.

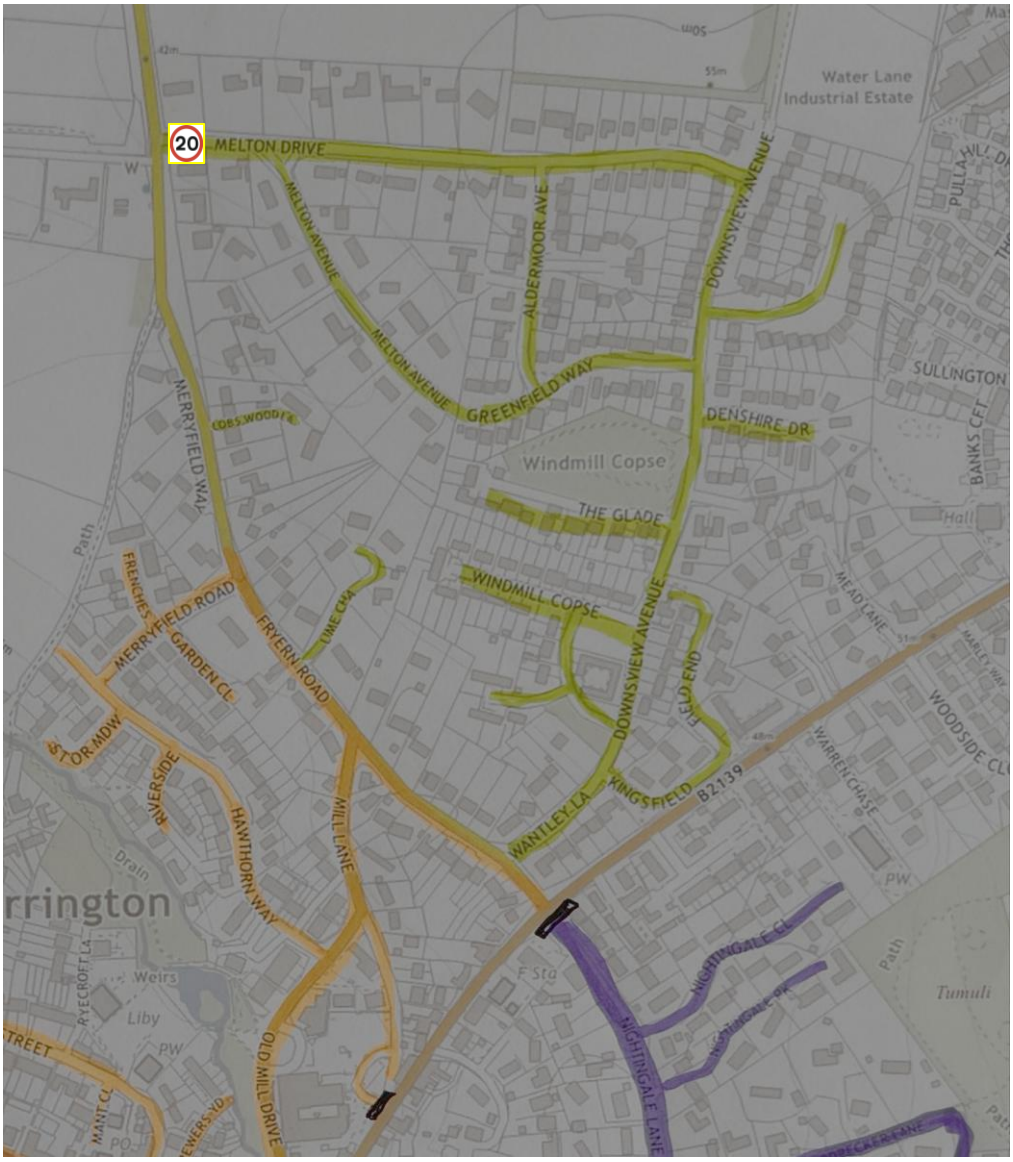
List of Roads in Section 2 – Nightingale Lane & Chantry Lane

- Nightingale Lane

- Nightingale Close
- Nightingale Park
- Chantry Lane
- Chantry Close
- Woodpecker Lane
- Heather Way

Section 3 – Melton Drive

Map of Section_3 shown in ‘GREEN’



Speed compliance data

No speed data was requested prior to the application

If Section 3 – Melton drive is not adopted:

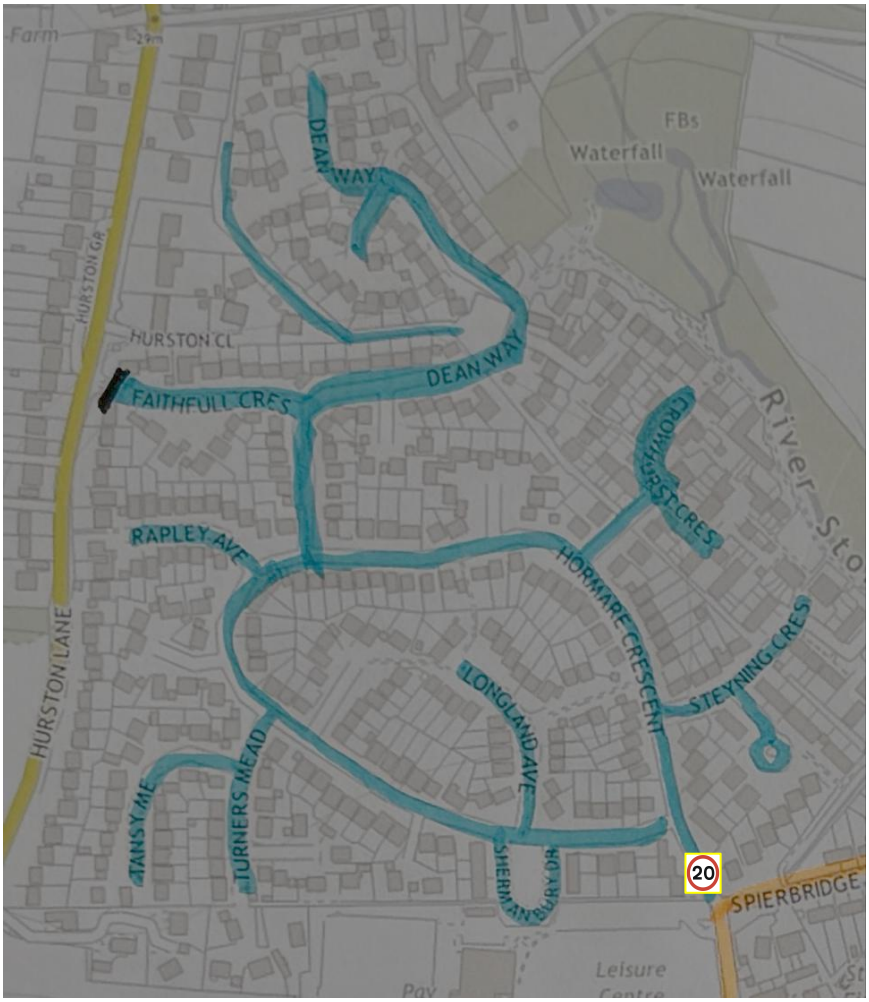
- The sign on Melton drive will not be required
- But a 30mph will be required at Wantley Lane

List of roads in section 3 - Melton Drive

- Melton Drive
- Melton Avenue
- Greenfield Way
- Aldermoor Avenue
- The Glade
- Windmill Corpse
- Wantley Lane
- Downsview Avenue
- Denshire Drive
- Kingsland Close
- Field end
- Bannister Gardens
- Sherston Close
- ?
- ?

Section 4 – Hormare

Map of Section_4 shown in ‘BLUE’



Speed compliance data

No speed data was requested prior to the application

If Section 4 - Holmare is not adopted, a 30mph sign will be required at the indicated location.

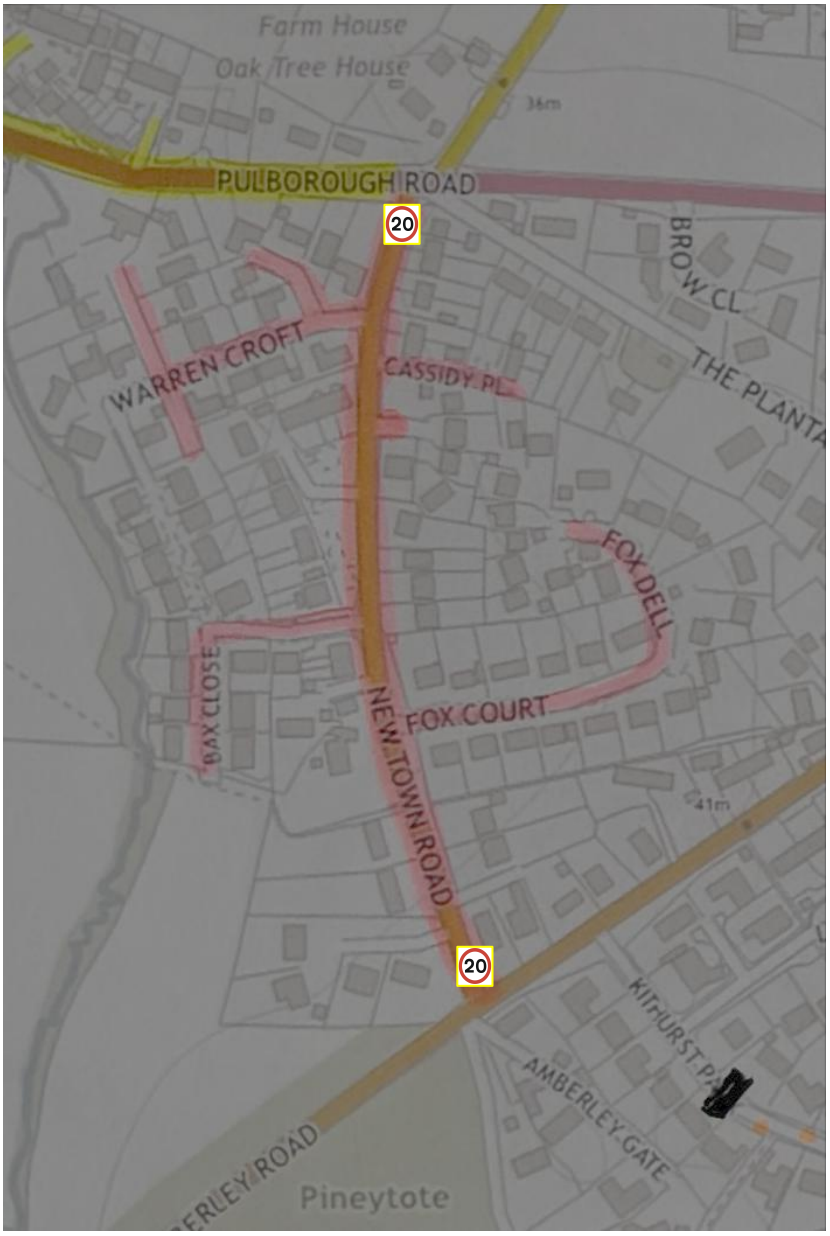
Roads to be included in Section 4 - Hormare

- Hormare Crescent
- Steyning Crescent
- Willow Close

- Crowhurst Crescent
- Dean Way
- Faithful Crescent
- Rapley Avenue
- Tansey Mead
- Turners Mead
- Bramber Avenue
- Longland Avenue
- Shermanbury Drive

Section 5 – New Town Road

Map of Section_1 shown in ‘PINK’



Speed compliance data

No data requested prior to application

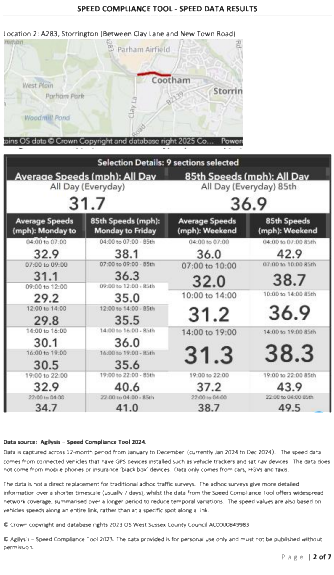
Roads to be included in section 5 – New Town Road

- Newtown Road
- Fox Court
- Bax Close
- Fox Dell
- Warren Croft
- Cassidy Place

Section 6 – Cootham

Map of Section_6 shown in 'YELLOW'

Speed compliance data



SPEED COMPLIANCE TOOL - SPEED DATA RESULTS

Location 2: A283, Storrington (Between Clay Lane and New Town Road)

Selection Details: 9 sections selected

Average Speeds (mph): All Day	85th Speeds (mph): All Day
All Day (Everyday)	All Day (Everyday) 85th
31.7	36.9

Average Speeds (mph): Monday to	85th Speeds (mph): Monday to Friday	Average Speeds (mph): Weekend	85th Speeds (mph): Weekend
04:00 to 07:00	04:00 to 07:00 - 85th	04:00 to 07:00	04:00 to 07:00 85th
32.9	38.1	36.0	42.9
07:00 to 09:00	07:00 to 09:00 - 85th	07:00 to 10:00	07:00 to 10:00 85th
31.1	36.3	32.0	38.7
09:00 to 12:00	09:00 to 12:00 - 85th	10:00 to 14:00	10:00 to 14:00 85th
29.2	35.0	31.2	36.9
12:00 to 14:00	12:00 to 14:00 - 85th	14:00 to 19:00	14:00 to 19:00 85th
29.8	35.5	31.3	38.3
14:00 to 16:00	14:00 to 16:00 - 85th	19:00 to 22:00	19:00 to 22:00 85th
30.1	36.0	37.2	43.9
16:00 to 19:00	16:00 to 19:00 - 85th	22:00 to 04:00	22:00 to 04:00 85th
30.5	35.6	38.7	49.5
19:00 to 22:00	19:00 to 22:00 - 85th		
32.9	40.6		
22:00 to 04:00	22:00 to 04:00 - 85th		
34.7	41.0		

Data source: Agilysis - Speed Compliance Tool 2024.

Data is captured across 12-month period from January to December. (currently Jan 2024 to Dec 2024) . The speed data comes from connected vehicles that have GPS devices installed such as vehicle trackers and sat nav devices. The data does not come from mobile phones or insurance 'black box' devices. Data only comes from cars, HGVs and taxis.

The data is not a direct replacement for traditional adhoc traffic surveys. The adhoc surveys give more detailed information over a shorter timescale (usually 7 days), whilst the data from the Speed Compliance Tool offers widespread network coverage, summarised over a longer period to reduce temporal variations. The speed values are also based on vehicles speeds along an entire link, rather than at a specific spot along a link.

Roads to be included in section 6 – Cootham
[LIST every road]

Deliverability and Cost-Effectiveness

ESTIMATED COST BREAKDOWN FOR 20MPH SIGNAGE & MARKINGS

The following cost breakdown covers signage and carriageway marking components required to implement a 20mph scheme across the highlighted road network in Storrington(as shown on 'Map of proposed scheme'). These estimates are based on Community Highway Scheme (CHS) guidance and WSCC standard contractor pricing.

Feature	Unit Cost	Quantity	Total Cost
Terminal 20/30 signs (lit)	£600	22	£13,200
Lit posts (installed, with power)	£800	22	£17,600
Electrical connection work	£500	11	£5,500
Traffic management (terminal sign install)	£700	11	£7,700
Lamp post repeater signs	£150	25	£3,750
Road roundels (20mph)	£200	16	£3,200
Dragons' teeth markings	£350	5	£1,750
"SLOW" roundels	£250	5	£1,250
Traffic management (repeaters/markings)	£1,200	1	£1,200
Contingency (15%)	—	—	£8,272
Total Estimated Cost	—	—	£63,422

Assumptions and Methodology

The following assumptions were made in developing the signage and road marking cost estimates for the Storrington 20mph Community Highways Scheme:

1. Each terminal location includes two signs (one for each carriageway), mounted on new lit posts.
2. Electrical connections are required at each of the 11 terminal locations to power lit signs.
3. Traffic management is calculated per terminal location to allow safe installation on live carriageways.
4. Speed repeater signs are spaced approximately every 200–300 metres on lit roads, using existing lamp posts where possible.
5. Road roundels are placed at key locations, including entry points, bends, and visual reinforcement areas.
6. Dragons' teeth markings are used at strategic entry points or near pedestrian-sensitive areas.
7. 'SLOW' road markings are included where drivers approach hazard locations.
8. All unit prices are based on WSCC/contractor CHS cost benchmarks as of 2024–2025.
9. A 15% contingency is added to account for inflation, unforeseen site conditions, and contractor variations.

Reduced Road Surface Damage and Maintenance Costs

Storrington's High Street handles approximately 17,000 vehicle movements per day. The current 30mph limit, combined with frequent stop-start behaviour, sharp turns, and deliveries, leads to significant stress on the road surface. This results in more frequent potholes, micro-cracking, and the need for resurfacing—especially given the narrow road, heavy vehicles, and poor existing surface.

Introducing a 20mph speed limit would reduce harsh braking, tyre shear, and the stress on road materials. Research by the Transport Research Laboratory (TRL Report PPR243) and findings from the London Borough of Islington demonstrate that 20mph areas slow the rate of road surface degradation. Islington reported savings of approximately £70,000 per year on maintenance after implementing 20mph borough-wide.

Applying a conservative estimate to Storrington's context suggests a likely annual saving of £50,000–£75,000 in avoided emergency repairs, patching, and resurfacing disruption. These figures are supported by Department for Transport road maintenance strategy guidance and local authority experience.

Not only does this reduce the financial burden on the County Council and tax-payers, but it also means fewer disruptive day-time roadworks. These repairs often bring the village to a halt, damage the reputation of the High Street, and hurt local trade. Fewer closures support business resilience.

Sources:

→ TRL Report PPR243: https://trl.co.uk/reports/PPR243

→ Islington 20mph case study: https://www.islington.media/news/20mph-has-made-our-roads-safer

→ DfT Road Maintenance Strategy (2013): https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/221012/potholes.pdf

ADD section on Health cost savings

FUNDING sources (HDC, 106)

Funding:

- DfT's national 20 mph trials found average speed reductions of 2–3 mph and a range of health and environmental benefits:

https://assets.publishing.service.gov.uk/media/5bf2bab940f0b6078acc6f4d/20mph-headline-report.pdf

- In Wales, early evaluation of the national 20 mph default limit showed a 35% reduction in fatalities and £45 million in health and societal savings in 9 months: https://www.theguardian.com/commentisfree/2024/nov/18/wales-20mph-speed-limit-lives-money-policy